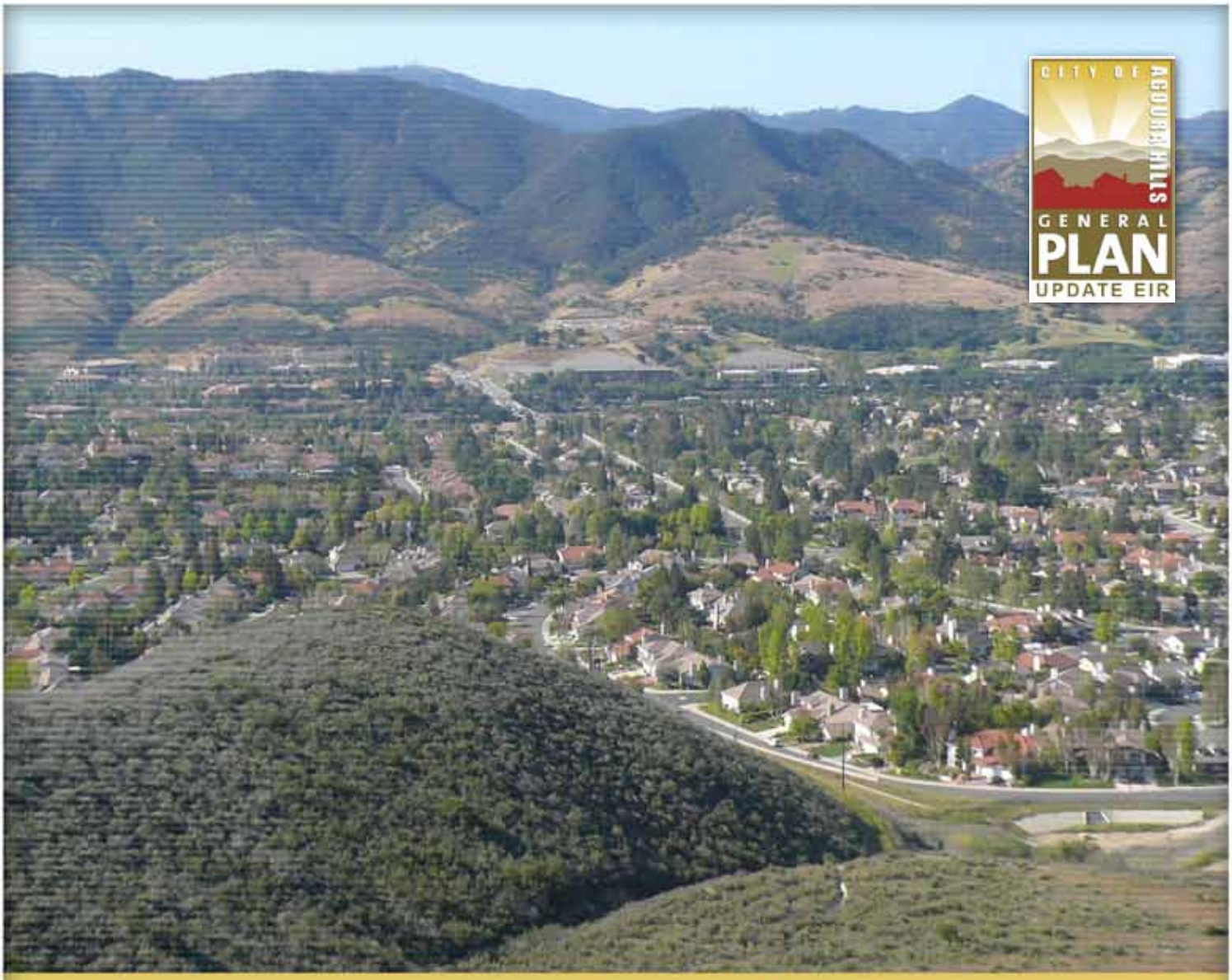

CITY OF AGOURA HILLS
GENERAL PLAN
UPDATE EIR

City of AGOURA HILLS

GENERAL PLAN 2035 EIR

VOLUME II: FINAL EIR Appendices FEBRUARY 2010

CITY OF AGOURA HILLS
GENERAL PLAN 2035

Environmental Impact Report

SCH No. 2009051013

Volume II: Final EIR Appendices

Prepared for
City of Agoura Hills
30001 Ladyface Court
Agoura Hills, California 91301

Prepared by
PBS&J
12301 Wilshire Boulevard, Suite 430
Los Angeles, California 90025

February 2010

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Appendix A Notice of Preparation (NOP) and NOP Comment Letters

NOTICE OF PREPARATION (NOP)
CITY OF AGOURA HILLS GENERAL PLAN UPDATE
ENVIRONMENTAL IMPACT REPORT (EIR)

Date:	April 30, 2009
To:	Responsible and Trustee Agencies, and Interested Parties and Organizations
Subject:	Notice of Preparation (NOP) of an Environmental Impact Report (EIR) for the City of Agoura Hills General Plan Update
Project Title:	City of Agoura Hills General Plan Update
Location:	City of Agoura Hills, California

The City of Agoura Hills will be the Lead Agency under the California Environmental Quality Act (CEQA) and will prepare a Draft Environmental Impact Report (EIR) for the Agoura Hills General Plan Update (proposed project). The City will prepare a comprehensive environmental document evaluating the potential environmental effects of the General Plan Update.

Scoping Meeting: A Scoping Meeting will be held during the comment period to take comments related to the scope of the environmental issues to be analyzed within the Draft EIR. The Scoping Meeting will be held at ***6:30 PM on May 21, 2009*** during a regularly scheduled Planning Commission meeting at the Agoura Hills City Hall Council Chambers located at 30001 Ladyface Court in the City of Agoura Hills.

To Agencies: The City requests your agency's views on the scope and content of the environmental information relevant to your agency's statutory responsibilities in connection with the proposed project, in accordance with California Code of Regulations, Title 14, Section 15082(b). Your agency may need to use the EIR when considering any permit or other approval that your agency may issue for the project.

To Organizations and Interested Parties: The City requests your comments regarding the environmental issues that should be addressed in the EIR.

Project Location: The City of Agoura Hills is located in western Los Angeles County near the southeastern edge of Ventura County. Generally, Agoura Hills is bordered by Westlake Village to the west, Thousand Oaks to the northwest, Oak Park (Ventura County) to the north, Calabasas and

unincorporated areas of Los Angeles County to the east, and unincorporated areas of Los Angeles County to the south.

Regional access to the City is provided by U.S. Highway 101 which runs east-west through the City of Agoura Hills. Local access within the City is provided primarily by Kanan Road and Reyes Adobe Road in the north-south direction, and Agoura Road and Thousand Oaks Boulevard in the east-west direction.

Planning Boundaries: The entire Planning Area for the General Plan Update (GPU) includes the existing City boundaries (approximately 7.86 square miles).

Description of project: Every city and county in California is required by state law to prepare and maintain a General Plan. The General Plan provides the policy framework for all land use and development decisions made by the City. The proposed project is an update to the City of Agoura Hills General Plan through the year 2035. This update includes a revision to the land use map and revisions to the various sections or "elements" of the General Plan required by the state. The General Plan Update (GPU) will focus on the Land Use and Circulation elements, but will also refine existing policies in the following other elements: Open Space and Conservation; Parks and Recreation; Noise; Public Safety; Seismic Safety; Scenic Highways; Public Facilities; Utilities and Services; Community Design; and Economic Development. As part of the GPU, all of the identified elements will be incorporated into four consolidated elements, including Community Conservation and Development, Infrastructure and Community Services, Natural Resources, and Community Safety.

Environmental Impact Report: Pursuant to CEQA Section 15168, a Program EIR will be prepared for the General Plan Update. The EIR will evaluate the project's potential impacts on the environment and analyze alternatives that could reduce potential environmental impacts. The environmental issues listed below will be addressed in the EIR.

- Aesthetics and Visual Resources
- Biological Resources
- Air Quality
- Agricultural Resources
- Minerals
- Climate Change/ Green-House Gases
- Cultural and Historic Resources
- Geology and Soils
- Hazards and Hazardous Materials
- Hydrology and Water Quality
- Land Use and Planning
- Noise
- Population and Housing
- Public Services, including
    - > Fire Protection
    - > Police Protection

  - Schools
  - Parks
  - Other public facilities
- Recreation
- Transportation/Traffic
- Utilities and Service Systems, including
  - Sewer
  - Solid Waste
  - Water Supply
  - Electricity
  - Energy and Natural Gas

Consideration will be given to both the project specific and cumulative effects of each of these potential impacts. The level of environmental analysis that is proposed for each environmental issue listed below is based on the information available at the time of NOP preparation.

Additional Copies of the NOP Are Available At:

City of Agoura Hills
Planning Counter
30001 Ladyface Court
Agoura Hills, CA 91301
(818) 597-7310

Agoura Hills Library
29901 Ladyface Court
Agoura Hills, CA 91301
(818) 889-2278

Responses and Comments: If you would like to submit written comments on the Notice of Preparation, please send them to the City of Agoura Hills at the address shown below. Please be specific in your statements describing your environmental concerns. Due to the time limits mandated by state law, your written response must be provided to the City ***within 30 days*** of receiving this notice. Please include reference to the project title in your response and forward to the contact person listed below.

Project Title: Agoura Hills General Plan Update
Project Applicant: City of Agoura Hills
Send Responses to: Allison Cook, Principal Planner
Planning Department
City of Agoura Hills
3001 Ladyface Court
Agoura Hills, CA 91301
Telephone: 818-597-7310
Email: acook@ci.agoura-hills.ca.us

NATIVE AMERICAN HERITAGE COMMISSION
915 CAPITOL MALL, ROOM 364
SACRAMENTO, CA 95814
(916) 653-6251
Fax (916) 657-5390
Web Site www.nahc.ca.gov
e-mail: ds_nahc@pacbell.net

May 4, 2009

Ms. Allison Cook, Principal Planner
CITY OF AGOURA HILLS PLANNING DEPARTMENT
3001 Ladyface Court
Agoura Hills, CA 91301

Re: Tribal Consultation Per Government Code §§ 65352.3, 65352.4 and 65560 (SB 18) **for a General Plan Amendment Update;** City of Agoura Hills; Los Angeles County, California

Dear Ms. Cook:

Government Code §65352.3 requires local governments to consult with California Native American tribes identified by the Native American Heritage Commission (NAHC) for the purpose of protecting, and/or mitigating impacts to cultural places. The Native American Heritage Commission is the state 'trustee agency' designated for the protection of Native American Cultural Resource pursuant to CA Public Resources Code §21070.s. Attached is a consultation list of tribes with traditional lands or cultural places located within the Project Area of Potential Effect (APE).

As a part of consultation, the NAHC recommends that local governments conduct record searches through the NAHC and California Historic Resources Information System (CHRIS contact 916-653-7278 or www.ohp.ca.gov)) to determine if any cultural places are located within the area(s) affected by the proposed action. NAHC Sacred Lands File requests must be made in writing. All requests must include county, USGS quad map name, township, range and section. Local governments should be aware, however, that records maintained by the NAHC and CHRIS are not exhaustive, and a negative response to these searches does not preclude the existence of a cultural place. A tribe may be the only source of information regarding the existence of a cultural place.

The Native American Heritage Commission works with Native American tribal governments regarding its identification of 'Areas of Traditional Use,' The Commission may adjust the submitted data defining the 'Area of Traditional Use' in accordance with generally accepted ethnographic, anthropological, archeological research and oral history. Also, the Area of Traditional Use is an issue appropriate for the government-to-government consultation process.

If you have any questions, please contact me at (916) 653-6251.

Sincerely,

Dave Singleton
Program Analyst

Attachment: Native American Tribal Consultation List

Native American Tribal Consultation List
Los Angeles County
May 4, 2009

Fernandeno Tataviam Band of Mission Indians
William Gonzalaes, Cultural/Environ Depart
601 South Brand Boulevard, Suite 102 Fernandeno
San Fernando , CA 91340 Tataviam
ced@tataviam.org
(818) 837-0794 Office
(818) 581-9293 Cell

Tehachapi Indian Tribe
Attn: Charlie Cooke
32835 Santiago Road Kawaiisu
Acton , CA 93510
suscol@interx.net
(661) 733-1812

San Fernando Band of Mission Indians
John Valenzuela, Chairperson
P.O. Box 221838 Fernandeño
Newhall , CA 91322 Tataviam
tsen2u@live.com Serrano
(661) 753-9833 Office Vanyume
(760) 885-0955 Cell Kitanemuk
(760) 949-2103 Home

Coastal Band of the Chumash Nation
Janet Garcia,Chairperson
P.O. Box 4464 Chumash
Santa Barbara , CA 93140
805-964-3447

This list is current only as of the date of this document.

Distribution of this list does not relieve any person of statutory responsibility as defined in Section 7050.5 of the Health and Safety Code, Section 5097.94 of the Public Resources Code and Section 5097.98 of the Public Resources Code.

This list is applicable only for consultation with Native American tribes under Government Code Section 65352.3.

STATE OF CALIFORNIA
GOVERNOR'S OFFICE *of* PLANNING AND RESEARCH
STATE CLEARINGHOUSE AND PLANNING UNIT

ARNOLD SCHWARZENEGGER
GOVERNOR

CYNTHIA BRYANT
DIRECTOR

Notice of Preparation

May 4, 2009

To: Reviewing Agencies

Re: City of Agoura Hills General Plan Update
SCH# 2009051013

Attached for your review and comment is the Notice of Preparation (NOP) for the City of Agoura Hills General Plan Update draft Environmental Impact Report (EIR).

Responsible agencies must transmit their comments on the scope and content of the NOP, focusing on specific information related to their own statutory responsibility, within 30 days of receipt of the NOP from the Lead Agency. This is a courtesy notice provided by the State Clearinghouse with a reminder for you to comment in a timely manner. We encourage other agencies to also respond to this notice and express their concerns early in the environmental review process.

Please direct your comments to:

Allison Cook
City of Agoura Hills
30001 Ladyface Court
Agoura Hills, CA 91301

with a copy to the State Clearinghouse in the Office of Planning and Research. Please refer to the SCH number noted above in all correspondence concerning this project.

If you have any questions about the environmental document review process, please call the State Clearinghouse at (916) 445-0613.

Sincerely,

Scott Morgan
Assistant Deputy Director & Senior Planner, State Clearinghouse

Attachments
cc: Lead Agency

Document Details Report
State Clearinghouse Data Base

SCH# 2009051013
Project Title City of Agoura Hills General Plan Update
Lead Agency Agoura Hills, City of

Type NOP Notice of Preparation

Description The proposed project is an update to the City of Agoura Hills General Plan through the year 2035. This update includes a revision to the land use map and revisions to the various sections or "elements" of the General Plan required by the state. The General Plan Update (GPU) will focus on the Land Use and Circulation elements, but will also refine existing policies in the following other elements: Open Space and Conservation; Parks and Recreation; Noise; Public Safety; Seismic Safety; Scenic Highways; Public Facilities; Utilities and Services; Community Design; and Economic Development. As part of the GPU, all of the identified elements will be incorporated into four consolidated elements, including Community Conservation and Development, Infrastructure and Community Services, Natural Resources, and Community Safety.

Lead Agency Contact

Name Allison Cook
Agency City of Agoura Hills
Phone 818-597-7310 **Fax**
email acook@ci.agoura-hills.ca.us
Address 30001 Ladyface Court
City Agoura Hills **State** CA **Zip** 91301

Project Location

County Los Angeles
City Agoura Hills
Region
Cross Streets Citywide
Lat / Long
Parcel No.
Township **Range** **Section** **Base**

Proximity to:

Highways U.S. Highway 101
Airports
Railways
Waterways
Schools
Land Use The entire Planning Area for the General Plan Update includes the existing City boundaries (Approximately 7.86 square miles)

Project Issues Aesthetic/Visual; Biological Resources; Air Quality; Agricultural Land; Minerals; Archaeologic-Historic; Geologic/Seismic; Soil Erosion/Compaction/Grading; Toxic/Hazardous; Water Quality; Landuse; Noise; Population/Housing Balance; Schools/Universities; Recreation/Parks; Public Services; Traffic/Circulation; Sewer Capacity; Solid Waste; Water Supply; Other Issues

Reviewing Agencies Resources Agency; Department of Conservation; Cal Fire; Office of Historic Preservation; Department of Parks and Recreation; Department of Water Resources; Department of Fish and Game, Region 5; Department of Food and Agriculture; Office of Emergency Services; Native American Heritage Commission; California Highway Patrol; Department of Health Services; Integrated Waste Management Board; Regional Water Quality Control Board, Region 4

Date Received 05/04/2009 **Start of Review** 05/04/2009 **End of Review** 06/02/2009

Note: Blanks in data fields result from insufficient information provided by lead agency.

NOP Distribution List

County: Los Angeles

SCH# 2009031018

Resources Agency

- [x] **Resources Agency**
  Nadell Gayou
- [ ] **Dept. of Boating & Waterways**
  Mike Sotelo
- [ ] **California Coastal Commission**
  Elizabeth A. Fuchs
- [ ] **Colorado River Board**
  Gerald R. Zimmerman
- [x] **Dept. of Conservation**
  Rebecca Salazar
- [ ] **California Energy Commission**
  Dale Edwards
- [x] **Cal Fire**
  Allen Robertson
- [x] **Office of Historic Preservation**
  Wayne Donaldson
- [x] **Dept of Parks & Recreation**
  Environmental Stewardship Section
- [ ] **Central Valley Flood Protection Board**
  Jon Yego
- [ ] **S.F. Bay Conservation & Dev't. Comm.**
  Steve McAdam
- [x] **Dept. of Water Resources**
  Resources Agency
  Nadell Gayou
- [ ] ________________
  Conservancy

Fish and Game

- [ ] **Depart. of Fish & Game**
  Scott Flint
  Environmental Services Division
- [ ] **Fish & Game Region 1**
  Donald Koch
- [ ] **Fish & Game Region 1E**
  Laurie Harnsberger
- [ ] **Fish & Game Region 2**
  Jeff Drongesen
- [ ] **Fish & Game Region 3**
  Robert Floerke
- [ ] **Fish & Game Region 4**
  Julie Vance
- [x] **Fish & Game Region 5**
  Don Chadwick
  Habitat Conservation Program
- [ ] **Fish & Game Region 6**
  Gabrina Gatchel
  Habitat Conservation Program
- [ ] **Fish & Game Region 6 I/M**
  Gabrina Getchel
  Inyo/Mono, Habitat Conservation Program
- [ ] **Dept. of Fish & Game M**
  George Isaac
  Marine Region

Other Departments

- [x] **Food & Agriculture**
  Steve Shaffer
  Dept. of Food and Agriculture
- [ ] **Depart. of General Services**
  Public School Construction
- [ ] **Dept. of General Services**
  Anna Garbeff
  Environmental Services Section
- [ ] **Dept. of Public Health**
  Bridgette Binning
  Dept. of Health/Drinking Water

Independent Commissions,Boards

- [ ] **Delta Protection Commission**
  Linda Flack
- [x] **Office of Emergency Services**
  Dennis Castrillo
- [ ] **Governor's Office of Planning & Research**
  State Clearinghouse
- [x] **Native American Heritage Comm.**
  Debbie Treadway
- [ ] **Public Utilities Commission**
  Leo Wong
- [ ] **Santa Monica Bay Restoration**
  Guangyu Wang
- [ ] **State Lands Commission**
  Marina Brand
- [ ] **Tahoe Regional Planning Agency (TRPA)**
  Cherry Jacques

Business, Trans & Housing

- [ ] **Caltrans - Division of Aeronautics**
  Sandy Hesnard
- [ ] **Caltrans - Planning**
  Terri Pencovic
- [x] **California Highway Patrol**
  Scott Loetscher
  Office of Special Projects
- [x] **Housing & Community Development**
  CEQA Coordinator
  Housing Policy Division

Dept. of Transportation

- [ ] **Caltrans, District 1**
  Rex Jackman
- [ ] **Caltrans, District 2**
  Marcelino Gonzalez
- [ ] **Caltrans, District 3**
  Bruce de Terra
- [ ] **Caltrans, District 4**
  Lisa Carboni
- [ ] **Caltrans, District 5**
  David Murray
- [ ] **Caltrans, District 6**
  Michael Navarro
- [x] **Caltrans, District 7**
  Elmer Alvarez
- [ ] **Caltrans, District 8**
  Dan Kopulsky
- [ ] **Caltrans, District 9**
  Gayle Rosander
- [ ] **Caltrans, District 10**
  Tom Dumas
- [ ] **Caltrans, District 11**
  Jacob Armstrong
- [ ] **Caltrans, District 12**
  Chris Herre

Cal EPA

Air Resources Board

- [ ] Airport Projects
  Jim Lerner
  - [ ] Transportation Projects
    Douglas Ito
  - [ ] Industrial Projects
    Mike Tollstrup
- [x] **California Integrated Waste Management Board**
  Sue O'Leary
- [ ] **State Water Resources Control Board**
  Regional Programs Unit
  Division of Financial Assistance
- [ ] **State Water Resources Control Board**
  Student Intern, 401 Water Quality Certification Unit
  Division of Water Quality
- [ ] **State Water Resouces Control Board**
  Steven Herrera
  Division of Water Rights
- [ ] **Dept. of Toxic Substances Control**
  CEQA Tracking Center
- [ ] **Department of Pesticide Regulation**
  CEQA Coordinator

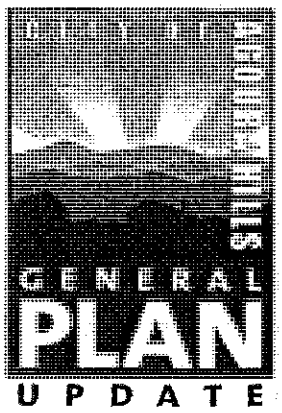
Regional Water Quality Control Board (RWQCB)

- [ ] **RWQCB 1**
  Cathleen Hudson
  North Coast Region (1)
- [ ] **RWQCB 2**
  Environmental Document Coordinator
  San Francisco Bay Region (2)
- [ ] **RWQCB 3**
  Central Coast Region (3)
- [x] **RWQCB 4**
  Teresa Rodgers
  Los Angeles Region (4)
- [ ] **RWQCB 5S**
  Central Valley Region (5)
  - [ ] **RWQCB 5F**
    Central Valley Region (5)
    Fresno Branch Office
  - [ ] **RWQCB 5R**
    Central Valley Region (5)
    Redding Branch Office
- [ ] **RWQCB 6**
  Lahontan Region (6)
  - [ ] **RWQCB 6V**
    Lahontan Region (6)
    Victorville Branch Office
- [ ] **RWQCB 7**
  Colorado River Basin Region (7)
- [ ] **RWQCB 8**
  Santa Ana Region (8)
- [ ] **RWQCB 9**
  San Diego Region (9)

- [ ] **Other** ________________

Last Updated on 03/24/2009

2009051013



NOTICE OF PREPARATION (NOP)
CITY OF AGOURA HILLS GENERAL PLAN UPDATE
ENVIRONMENTAL IMPACT REPORT (EIR)

Date: April 30, 2009

To: Responsible and Trustee Agencies, and Interested Parties and Organizations

Subject: Notice of Preparation (NOP) of an Environmental Impact Report (EIR) for the City of Agoura Hills General Plan Update

Project Title: City of Agoura Hills General Plan Update

Location: City of Agoura Hills, California

The City of Agoura Hills will be the Lead Agency under the California Environmental Quality Act (CEQA) and will prepare a Draft Environmental Impact Report (EIR) for the Agoura Hills General Plan Update (proposed project). The City will prepare a comprehensive environmental document evaluating the potential environmental effects of the General Plan Update.

Scoping Meeting: A Scoping Meeting will be held during the comment period to take comments related to the scope of the environmental issues to be analyzed within the Draft EIR. The Scoping Meeting will be held at ***6:30 PM on May 21, 2009*** during a regularly scheduled Planning Commission meeting at the Agoura Hills City Hall Council Chambers located at 30001 Ladyface Court in the City of Agoura Hills.

To Agencies: The City requests your agency's views on the scope and content of the environmental information relevant to your agency's statutory responsibilities in connection with the proposed project, in accordance with California Code of Regulations, Title 14, Section 15082(b). Your agency may need to use the EIR when considering any permit or other approval that your agency may issue for the project.

To Organizations and Interested Parties: The City requests your comments regarding the environmental issues that should be addressed in the EIR.

Project Location: The City of Agoura Hills is located in western Los Angeles County near the southeastern edge of Ventura County. Generally, Agoura Hills is bordered by Westlake Village to the west, Thousand Oaks to the northwest, Oak Park (Ventura County) to the north, Calabasas and

  - Schools
  - Parks
  - Other public facilities
- Recreation
- Transportation/Traffic
- Utilities and Service Systems, including
  - Sewer
  - Solid Waste
  - Water Supply
  - Electricity
  - Energy and Natural Gas

Consideration will be given to both the project specific and cumulative effects of each of these potential impacts. The level of environmental analysis that is proposed for each environmental issue listed below is based on the information available at the time of NOP preparation.

Additional Copies of the NOP Are Available At:

City of Agoura Hills
Planning Counter
30001 Ladyface Court
Agoura Hills, CA 91301
(818) 597-7310

Agoura Hills Library
29901 Ladyface Court
Agoura Hills, CA 91301
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Responses and Comments: If you would like to submit written comments on the Notice of Preparation, please send them to the City of Agoura Hills at the address shown below. Please be specific in your statements describing your environmental concerns. Due to the time limits mandated by state law, your written response must be provided to the City ***within 30 days*** of receiving this notice. Please include reference to the project title in your response and forward to the contact person listed below.

Project Title: Agoura Hills General Plan Update
Project Applicant: City of Agoura Hills
Send Responses to: Allison Cook, Principal Planner
Planning Department
City of Agoura Hills
3001 Ladyface Court
Agoura Hills, CA 91301
Telephone: 818-597-7310
Email: acook@ci.agoura-hills.ca.us

South Coast
Air Quality Management District
21865 Copley Drive, Diamond Bar, CA 91765-4178
(909) 396-2000 • www.aqmd.gov

May 7, 2009

Ms. Allison Cook, Principal Planner
Planning Department
City of Agoura Hills
30001 Ladyface Court
Agoura Hills, CA 91301

Dear Ms. Cook:

Notice of Preparation of a Draft Environmental Impact Report (Draft EIR) for the City of Agoura Hills General Plan Update

The South Coast Air Quality Management District (SCAQMD) appreciates the opportunity to comment on the above-mentioned document. The SCAQMD's comments are recommendations regarding the analysis of potential air quality impacts from the proposed project that should be included in the draft environmental impact report (EIR). Please send the SCAQMD a copy of the Draft EIR upon its completion. **In addition, please send with the draft EIR all appendices or technical documents related to the air quality aualysis aud electronic versions of all air quality modeling and health risk assessment files. Electronic files include spreadsheets, database files, input files, output files, etc., and does not mean Adobe PDF files. Without all files and supporting air quality documentation, the SCAQMD will be unable to complete its review of the air quality analysis in a timely manner. Any delays in providing all supporting air quality documentation will require additional time for review beyond the end of the comment period.**

Air Quality Analysis

The SCAQMD adopted its California Environmental Quality Act (CEQA) Air Quality Handbook in 1993 to assist other public agencies with the preparation of air quality analyses. The SCAQMD recommends that the Lead Agency use this Handbook as guidance when preparing its air quality analysis. Copies of the Handbook are available from the SCAQMD's Subscription Services Department by calling (909) 396-3720. Alternatively, the lead agency may wish to consider using the California Air Resources Board (CARB) approved URBEMIS 2007 Model. This model is available on the SCAQMD Website at: www.urbemis.com.

The Lead Agency should identify any potential adverse air quality impacts that could occur from all phases of the project and all air pollutant sources related to the project. Air quality impacts from both construction (including demolition, if any) and operations should be calculated. Construction-related air quality impacts typically include, but are not limited to, emissions from the use of heavy-duty equipment from grading, earth-loading/unloading, paving, architectural coatings, off-road mobile sources (e.g., heavy-duty construction equipment) and on-road mobile sources (e.g., construction worker vehicle trips, material transport trips). Operation-related air quality impacts may include, but are not limited to, emissions from stationary sources (e.g., boilers), area sources (e.g., solvents and coatings), and vehicular trips (e.g., on- and off-road tailpipe emissions and entrained dust). Air quality impacts from indirect sources, that is, sources that generate or attract vehicular trips should be included in the analysis.

The SCAQMD has developed a methodology for calculating PM2.5 emissions from construction and operational activities and processes. In connection with developing PM2.5 calculation methodologies, the SCAQMD has also developed both regional and localized significance thresholds. The SCAQMD requests that the lead agency quantify PM2.5 emissions and compare the results to the recommended PM2.5 significance thresholds. Guidance for calculating PM2.5 emissions and PM2.5 significance thresholds can be found at the following internet address: http://www.aqmd.gov/ceqa/handbook/PM2_5/PM2_5.html.

In addition to analyzing regional air quality impacts the SCAQMD recommends calculating localized air quality impacts and comparing the results to localized significance thresholds (LSTs). LST's can be used in addition to the recommended regional significance thresholds as a second indication of air quality impacts when preparing a CEQA document. Therefore, when preparing the air quality analysis for the proposed project, it is recommended that the lead agency perform a localized significance analysis by either using the LSTs developed by the SCAQMD or performing dispersion modeling as necessary. Guidance for performing a localized air quality analysis can be found at http://www.aqmd.gov/ceqa/handbook/LST/LST.html.

It is recommended that lead agencies for projects generating or attracting vehicular trips, especially heavy-duty diesel-fueled vehicles, perform a mobile source health risk assessment. Guidance for performing a mobile source health risk assessment ("Health Risk Assessment Guidance for Analyzing Cancer Risk from Mobile Source Diesel Idling Emissions for CEQA Air Quality Analysis") can be found on the SCAQMD's CEQA web pages at the following internet address: http://www.aqmd.gov/ceqa/handbook/mobile_toxic/mobile_toxic.html. An analysis of all toxic air contaminant impacts due to the decommissioning or use of equipment potentially generating such air pollutants should also be included.

Mitigation Measures

In the event that the project generates significant adverse air quality impacts, CEQA requires that all feasible mitigation measures that go beyond what is required by law be utilized during project construction and operation to minimize or eliminate significant adverse air quality impacts. To assist the Lead Agency with identifying possible mitigation measures for the project, please refer to Chapter 11 of the SCAQMD CEQA Air Quality Handbook for sample air quality mitigation measures. Additional mitigation measures can be found on the SCAQMD's CEQA web pages at the following internet address: www.aqmd.gov/ceqa/handbook/mitigation/MM_intro.html Additionally, SCAQMD's Rule 403 – Fugitive Dust, and the Implementation Handbook contain numerous measures for controlling construction-related emissions that should be considered for use as CEQA mitigation if not otherwise required. Other measures to reduce air quality impacts from land use projects can be found in the SCAQMD's Guidance Document for Addressing Air Quality Issues in General Plans and Local Planning. This document can be found at the following internet address: http://www.aqmd.gov/prdas/aqguide/aqguide.html. In addition, guidance on sitting incompatible land uses can be found in the California Air Resources Board's Air Quality and Land Use Handbook: A Community Perspective, which can be found at the following internet address: http://www.arb.ca.gov/ch/handbook.pdf. Pursuant to state CEQA Guidelines §15126.4 (a)(1)(D), any impacts resulting from mitigation measures must also be discussed.

Data Sources

SCAQMD rules and relevant air quality reports and data are available by calling the SCAQMD's Public Information Center at (909) 396-2039. Much of the information available through the Public Information Center is also available via the SCAQMD's World Wide Web Homepage (http://www.aqmd.gov).

The SCAQMD is willing to work with the Lead Agency to ensure that project-related emissions are accurately identified, categorized, and evaluated. Please call Daniel Garcia, Air Quality Specialist, CEQA Section, at (909) 396-3304 if you have any questions regarding this letter.

Sincerely,

Steve Smith

Steve Smith, Ph.D.
Program Supervisor, CEQA Section
Planning, Rule Development and Area Sources

SS:DG:AK
LAC090501-03AK
Control Number

COUNTY OF VENTURA

RESOURCE MANAGEMENT AGENCY
PLANNING DIVISION

M E M O R A N D U M

DATE: May 7, 2009

TO: Laura Hocking, RMA Planning Technician

FROM: Bruce Smith, Manager, General Plan Section

SUBJECT: Notice of Preparation – City of Agoura Hills General Plan Update

---

The Ventura County Planning Division has reviewed the Notice of Preparation (NOP) for the above project and offers the following comments:

State CEQA Guidelines Section 15082 requires that the NOP shall provide "sufficient information describing he project and potential environmental effects to enable the responsible agencies to make a meaningful response."

The project description is insufficient to determine what environmental issues must be addressed. The project description merely describes what a General Plan is and states that the update will focus on the Land Use and Circulation elements but will "refine" existing policies in the Seismic Safety; Scenic Highways; Public Facilities; Utilities and Services; Community Design; and Economic Development elements as well. It is not clear whether this is just a reformatting exercise or a substantive revision to the General Plan. The NOP does not indicate where the proposed changes may be viewed. The changes do not appear to be available on the City's web site.

We suggest that the draft changes to the General Plan be summarized in the NOP and that the actual draft General Plan Update be posted on the City web site and/or distributed electronically to reviewing parties.

PUBLIC WORKS AGENCY
TRANSPORTATION DEPARTMENT
Traffic, Advance Planning & Permits Division

M E M O R A N D U M

DATE: May 14, 2009

TO: RMA – Planning Division
Attention: Laura Hocking

FROM: Nazir Lalani, Deputy Director

SUBJECT: REVIEW OF DOCUMENT 09-019 City of Agoura Hills General Plan Update through 2035
Notice of Preparation (NOP) of an Environmental Impact Report (EIR) for the (GPU). The Planning Area for the GPU includes the existing City boundaries of the City of Agoura Hills.
Lead Agency: City of Agoura Hills

Pursuant to your request, the Public Works Agency -- Transportation Department has completed the review of the NOP of an EIR for the City of Agoura Hills GPU. The proposed project is an update to the City of Agoura Hills General Plan through the year 2035. This update includes a revision to the land use map and revisions to the various sections or "elements" of the General Plan required by the state. The GPU will focus on the Land Use and Circulation elements, but will also refine existing policies in the following other elements: Open Space and Conservation; Parks and Recreation; Noise; Public Safety; Seismic Safety; Scenic Highways; Public Facilities; Utilities and Services; Community Design; and Economic Development. As part of the GPU, all of the identified elements will be incorporated into four consolidated elements, including Community Conservation and Development, Infrastructure and Community Services, Natural Resources, and Community Safety. The Planning Area for the GPU includes the existing City boundaries of the City of Agoura Hills.

We have these comments:

1. We generally concur with the comments in the NOP of an EIR for those areas under the purview of the Transportation Department.

2. When future developments are proposed, the projects may have site specific and/or cumulative impact on County roadways. The subsequent environmental document for these projects should include any site-specific or cumulative impact to the County Road Network and local roads. The project proponent will then be required to mitigate any adverse impacts this project may have on County Road Network. To address the cumulative adverse impacts of traffic on the Regional Road Network, Traffic Impact Mitigation Fees (TIMF) should be assessed on development projects in accordance with the terms of the Agreement between the City of Agoura Hills and the County dated February 12, 1992 (see attached). With payment of the TIMF, the level of service

and safety of the existing roads with regards to cumulative impact would remain consistent with the County's General Plan.

3. Please provide us a copy of the Final EIR for review, when it becomes available.

Our review is limited to the impacts this project may have on the County’s Regional Road Network.

Please contact me at 654-2080 if you have questions.

F:\transpor\LanDev\Non-County\09-019.doc

DEPARTMENT OF TRANSPORTATION
DISTRICT 7, REGIONAL PLANNING
IGR/CEQA BRANCH
100 MAIN STREET, MS # 16
LOS ANGELES, CA 90012-3606
PHONE: (213) 897-6696
FAX: (213) 897-1337

Flex your power!
Be energy efficient!

IGR/CEQA No. 090507NY
NOP-General Plan Update
Vic. LA-101/PM 35.04
SCH # 2009051013

May 18, 2009

Ms. Allison Cook
City of Agoura Hills
30001 Ladyface Court
Agoura Hills, CA. 91301

Dear Ms. Allison:

Thank you for including the California Department of Transportation (Caltrans) in the environmental review process for the above referenced project. The proposed project is a General Plan Update for the City of Agoura Hills.

The California Department of Transportation (Caltrans) as the State agency responsible for planning, operations, and maintenance of State highways, shares similar transportation goals with the City. In the spirit of mutual and collaborative planning, we offer our expertise in the areas of transportation modeling, mainline freeway analysis, system and corridor planning, environmental and community impact assessment, as well as identifying critical operational deficiencies affecting freeway congestion, speed, and delay.

For your information, please see excerpts below from the California Environmental Resource Evaluation System website http://ceres.ca.gov/planning/genplan/gp_chapter3.html#circulation that provides information regarding General Plans that you may find helpful:

"Caltrans is particularly interested in the transportation planning roles of local general plans and suggests that the following areas be emphasized.

- Coordination of planning efforts between local agencies and Caltrans districts.
- Preservation of transportation corridors for future system improvements; and
- Development of coordinated transportation system management plans that achieve the maximum use of present and proposed infrastructure."

Circulation Element
It is widely known that Southern California highways are heavily congested especially during morning and evening peak periods. We realize that to improve mobility there is the need for capacity enhancing project as well as other innovative alternatives.

New development will increase use of local and regional roadways and the circulation element can identify strategies the City will pursue to maintain good levels of service. We understand that mitigating cumulative traffic impacts may present come challenges. Given that the Los

Angeles County's CMP debit and credit system has been suspended, we recommend the City consider an alternate local funding plan towards regional transportation improvements. Local funding efforts may include a region or community wide traffic impact program. We request the City consider implementing a funding program to contribute to improvements on the State highway system, including impacted State Route 101 and on/off ramps. The City may take this opportunity to include policies that allow it to procure funds towards regional transportation improvements such as interchange modification. Procuring funds toward freeway segments, freeway interchanges, freeway on/off-ramps, as well as for bus and rail transit facilities should also be in the goals of the City.

We commend the City for its plans to improve the US101/Palo Comado Canyon Road interchange. We acknowledge that a Project Study Report (PSR) sponsored by the City has been completed with Caltrans oversight, and that the City intends to fund remaining design, environmental, and construction work.

We request inclusion in the environmental review process of land use projects within the City General Plan area and all projects that have the potential to significantly impact traffic conditions on State highways. To avoid delays and any misunderstandings in the traffic impact analysis, we request to be involved in its development.

The thresholds for significance on State highway facilities may be different than those applied in the Los Angeles County Congestion Management Program (CMP). For State thresholds and guidance on the preparation of acceptable traffic studies, please refer to the Statewide Guide for the preparation of Traffic Impact Studies at:

http://www.dot.ca.gov/hq/traffops/developserv/operationalsystems/reports/tisguide.pdf

If significant impacts were anticipated on the State highway system the Department would work with the City and applicants to identify appropriate traffic mitigation measures.

Traffic mitigation alternatives may include vehicular demand reducing strategies, such as incentives for commuters to use transit i.e. park-and-ride lots, discounts on monthly bus and rail passes, vanpools, etc.

Land Use Element

As you are aware, there is a critical relationship between land use and transportation. The quality of the State transportation system operation can affect the quality of the local circulation system operation. During the past couple decades, population and economic growth has been strong in Los Angeles County. Projections show that this growth will continue. The Circulation Element needs to be consistent with the Land-Use and Housing Elements of the General Plan.

We recommend that special attention be given to the jobs-and-housing balance concept. Communities with predominantly residential allocations should be encouraged to set aside areas for office, commercial/retail, and open space uses. Benefits of balanced communities include: reduction of long morning and evening commutes on State highways, shorter trips which in turn would reduce the consumption of fuel and air pollutants. It may also change direction of trips. Instead of most traffic traveling in one direction during peak periods, some trips may be diverted in the opposite direction. Other land use strategies may include Transit-Oriented Developments (TODs).

Housing Element
As we indicated previously, continued high growth is expected for Los Angeles County, which will have impacts to our State transportation facilities. For large development projects, we recommend that efforts be made to provide affordable housing for young workers and seniors to ensure that substantial numbers of employees can afford to purchase homes and live in proposed projects. We also ask that project proponents be encouraged to provide job information on jobs provided along with housing development phases.

We look forward to reviewing the traffic study. We expect to receive a copy from the State Clearinghouse when the Draft EIR is completed. However, to expedite the review process, and clarify any misunderstandings, you may send a copy in advance to the undersigned.

If you have any questions, please feel free to contact me at (213) 897-6696 or Nerses Yerjanian the project engineer at (213) 897-6536 and refer to IGR/CEQA No. 090507/NY.

Sincerely,

Elmer Alvarez

ELMER ALVAREZ
IGR/CEQA Program Manager

cc: Scott Morgan, State Clearinghouse

VENTURA COUNTY
AIR POLLUTION CONTROL DISTRICT
Memorandum

TO: Laura Hocking/Dawnyelle Addison, Planning DATE: May 19, 2009

FROM: Alicia Stratton

SUBJECT: Request for Review of Notice of Preparation for an Environmental Impact Report for the City of Agoura Hills General Plan Update (Reference No. 09-019)

Air Pollution Control District staff has reviewed the subject project, which is a proposal for an update to the City of Agoura Hills General Plan through the year 2035. This update includes a revision to the land use map and revisions to the various elements of the General Plan required by the state. The General Plan Update will focus on the Land Use and Circulation elements, but will also refine existing policies in several other areas. The project location is the City of Agoura Hills in Los Angeles County.

Ventura County APCD does not have comments to submit on this project.

If you have any questions, please call me at (805) 645-1426.

SOUTHERN CALIFORNIA

ASSOCIATION of GOVERNMENTS

Main Office

818 West Seventh Street

12th Floor

Los Angeles, California

90017-3435

t (213) 236-1800

f (213) 236-1825

www.scag.ca.gov

May 28, 2009

Ms. Allison Cook
Principal Planner
City of Agoura Hills
3001 Ladyface Court
Agoura Hills, CA 91301
acook@ci.agoura-hills.ca.us

RE: SCAG Comments on the Notice of Preparation of an Environmental Impact Report for The City of Agoura Hills General Plan Update [SCAG No. I20090218]

Dear Ms. Cook,

Thank you for submitting the **Notice of Preparation of an Environmental Impact Report for The City of Agoura Hills General Plan Update [SCAG No. I20090218]** to the Southern California Association of Governments (SCAG) for review and comment. SCAG is the authorized regional agency for Inter-Governmental Review of Programs proposed for federal financial assistance and direct development activities, pursuant to Presidential Executive Order 12372 (replacing A-95 Review). Additionally, pursuant to Public Resources Code Section 21083(d) SCAG reviews Environmental Impacts Reports of projects of regional significance for consistency with regional plans per the California Environmental Quality Act Guidelines, Sections 15125(d) and 15206(a)(1). SCAG is also the designated Regional Transportation Planning Agency and as such is responsible for both preparation of the Regional Transportation Plan (RTP) and Regional Transportation Improvement Program (RTIP) under California Government Code Section 65080 and 65082.

SCAG staff has reviewed this project and determined that the proposed project is regionally significant per California Environmental Quality Act (CEQA) Guidelines, Sections 15125 and/or 15206. The proposed project is an update of the City of Agoura Hills General Plan through the year 2035.

Policies of SCAG's Regional Transportation Plan (RTP) and Compass Growth Visioning (CGV) that may be applicable to your project are outlined in the attachment. The RTP, CGV, and table of policies can be found on the SCAG web site at: http://scag.ca.gov/igr. For ease of review, we would encourage you to use a side-by-side comparison of all SCAG policies with a discussion of the consistency, non-consistency or non-applicability of the policy and supportive analysis in a table format (example attached).

The attached policies are meant to provide guidance for considering the proposed project within the context of our regional goals and policies. We also encourage the use of the SCAG List of Mitigation Measures extracted from the RTP to aid with demonstrating consistency with regional plans and policies. **Please provide a minimum of 45 days for SCAG to review the Draft EIR and associated plans when these documents are available.** If you have any questions regarding the attached comments, please contact Bernard Lee at (213) 236-1800 or leeb@scag.ca.gov. Thank you.

Sincerely,

Jacob Lieb, Manager
Assessment, Housing & EIR

DOCS# 151937

COMMENTS ON THE NOTICE OF PREPARTION OF AN ENVIRONMENTAL IMPACT REPORT FOR THE CITY OF AGOURA HILLS GENERAL PLAN – SCAG NO. I20090218

PROJECT LOCATION

The City of Agoura Hills is located in western Los Angeles County near the southeastern edge of Ventura County. Generally, Agoura Hills is bordered by Westlake Village to the west, Thousand Oaks to the northwest, Oak Park (Ventura County) to the north, Calabasas and unincorporated areas of Los Angeles County to the east, and unincorporated areas of Los Angeles County to the south. The entire planning area for the General Plan Update includes the existing City boundaries (approximately 7.86 square miles).

PROJECT DESCRIPTION

Every city and county in California is required by state law to prepare and maintain a General Plan. The General Plan provides the policy framework for all land use and development decisions made by the City. The proposed project is an update to the City of Agoura Hills General Plan through the year 2035. This update includes a revision to the land use map and revisions to the various sections or "elements" of the General Plan required by the state. The General Plan Update (GPU) will focus on the Land Use and Circulation elements, but will also refine existing policies in the following other elements: Open Space and Conservation; Parks and Recreation; Noise; Public Safety; Seismic Safety; Scenic Highways; Public Facilities; Utilities and Services; Community Design; and Economic Development. As part of the GPU, all of the identified elements will be incorporated into four consolidated elements, including Community Conservation and Development, Infrastructure and Community Services, Natural Resources, and Community Safety.

CONSISTENCY WITH REGIONAL TRANSPORTATION PLAN

Regional Growth Forecasts

The DEIR should reflect the most current SCAG forecasts, which are the 2008 RTP (May 2008) Population, Household and Employment forecasts. The forecasts for your region, subregion, and city are as follows:

Adopted SCAG Regionwide Forecasts[1]

	2010	2015	2020	2025	2030	2035
Population	19,418,344	20,465,830	21,468,948	22,395,121	23,255,377	24,057,286
Households	6,086,986	6,474,074	6,840,328	7,156,645	7,449,484	7,710,722
Employment	8,349,453	8,811,406	9,183,029	9,546,773	9,913,376	10,287,125

Adopted LV-MCOG Subregion Forecasts[1]

	2010	2015	2020	2025	2030	2035
Population	94,525	97,304	101,622	105,898	110,027	113,960
Households	32,571	33,610	35,259	36,584	37,841	38,874
Employment	316,766	326,071	339,071	351,525	363,635	374,847

Adopted City of Agoura Hills Forecasts[1]

	2010	2015	2020	2025	2030	2035
Population	23,348	23,357	23,401	23,439	23,472	23,501
Households	7,486	7,544	7,605	7,652	7,698	7,736
Employment	11,942	12,277	12,491	12,743	13,011	13,269

1. The 2008 RTP growth forecast at the regional, subregional, and city level was adopted by the Regional Council in May 2008. City totals are the sum of small area data and should be used for advisory purposes only.

The **2008 Regional Transportation Plan (RTP)** also has goals and policies that are pertinent to this proposed project. This RTP links the goal of sustaining mobility with the goals of fostering economic development, enhancing the environment, reducing energy consumption, promoting transportation-friendly development patterns, and encouraging fair and equitable access to residents affected by socio-economic, geographic and commercial limitations. The RTP continues to support all applicable federal and state laws in implementing the proposed project. Among the relevant goals and policies of the RTP are the following:

Regional Transportation Plan Goals:

RTP G1 *Maximize mobility and accessibility for all people and goods in the region.*
RTP G2 *Ensure travel safety and reliability for all people and goods in the region.*
RTP G3 *Preserve and ensure a sustainable regional transportation system.*
RTP G4 *Maximize the productivity of our transportation system.*
RTP G5 *Protect the environment, improve air quality and promote energy efficiency.*
RTP G6 *Encourage land use and growth patterns that complement our transportation investments.*
RTP G7 *Maximize the security of our transportation system through improved system monitoring, rapid recovery planning, and coordination with other security agencies.*

GROWTH VISIONING

The fundamental goal of the **Compass Growth Visioning** effort is to make the SCAG region a better place to live, work and play for all residents regardless of race, ethnicity or income class. Thus, decisions regarding growth, transportation, land use, and economic development should be made to promote and sustain for future generations the region's mobility, livability and prosperity. The following "Regional Growth Principles" are proposed to provide a framework for local and regional decision making that improves the quality of life for all SCAG residents. Each principle is followed by a specific set of strategies intended to achieve this goal.

Principle 1: Improve mobility for all residents.

GV P1.1 *Encourage transportation investments and land use decisions that are mutually supportive.*
GV P1.2 *Locate new housing near existing jobs and new jobs near existing housing.*
GV P1.3 *Encourage transit-oriented development.*
GV P1.4 *Promote a variety of travel choices*

Principle 2: Foster livability in all communities.

GV P2.1 *Promote infill development and redevelopment to revitalize existing communities.*
GV P2.2 *Promote developments, which provide a mix of uses.*
GV P2.3 *Promote "people scaled," walkable communities.*
GV P2.4 *Support the preservation of stable, single-family neighborhoods.*

Principle 3: Enable prosperity for all people.

GV P3.1 *Provide, in each community, a variety of housing types to meet the housing needs of all income levels.*
GV P3.2 *Support educational opportunities that promote balanced growth.*

GV P3.3 *Ensure environmental justice regardless of race, ethnicity or income class.*
GV P3.4 *Support local and state fiscal policies that encourage balanced growth*
GV P3.5 *Encourage civic engagement.*

Principle 4: Promote sustainability for future generations.
GV P4.1 *Preserve rural, agricultural, recreational, and environmentally sensitive areas*
GV P4.2 *Focus development in urban centers and existing cities.*
GV P4.3 *Develop strategies to accommodate growth that uses resources efficiently, eliminate pollution and significantly reduce waste.*
GV P4.4 *Utilize "green" development techniques*

CONCLUSION

As the clearinghouse for regionally significant projects per Executive Order 12372, SCAG reviews the consistency of local plans, projects, and programs with regional plans. This activity is based on SCAG's responsibilities as a regional planning organization pursuant to state and federal laws and regulations. Guidance provided by these reviews is intended to assist local agencies and project sponsors to take actions that contribute to the attainment of regional goals and policies.

All feasible measures needed to mitigate any potentially negative regional impacts associated with the proposed project should be implemented and monitored, as required by CEQA. Refer to the SCAG List of Mitigation Measures for additional guidance.
The list can be found at: http://www.scag.ca.gov/igr/documents/SCAG_IGRMMRP_2008.pdf

SUGGESTED SIDE BY SIDE FORMAT - COMPARISON TABLE OF SCAG POLICIES

For ease of review, we would encourage the use of a side-by-side comparison of all SCAG policies with a discussion of the consistency, non-consistency or not applicable of the policy and supportive analysis in a table format. All policies and goals must be evaluated as to impacts. Suggested format is as follows:

The complete table can be found at: http://www.scag.ca.gov/igr/

- Click on ***"Demonstrating Your Project's Consistency With SCAG Policies"***
- Scroll down to ***"Table of SCAG Policies for IGR"***

SCAG Regional Transportation Plan Goals and Compass Growth Visioning Principles		
Regional Transportation Plan Goals		
Goal/ Principle Number	**Policy Text**	**Statement of Consistency, Non-Consistency, or Not Applicable**
RTP G1	Maximize mobility and accessibility for all people and goods in the region.	***Consistent:*** *Statement as to why* ***Not-Consistent:*** *Statement as to why* *or* ***Not Applicable:*** *Statement as to why*
RTP G2	Ensure travel safety and reliability for all people and goods in the region.	***Consistent:*** *Statement as to why* ***Not-Consistent:*** *Statement as to why* *or* ***Not Applicable:*** *Statement as to why*
RTP G3	Preserve and ensure a sustainable regional transportation system.	***Consistent:*** *Statement as to why* ***Not-Consistent:*** *Statement as to why* *or* ***Not Applicable:*** *Statement as to why*
Etc.	Etc.	Etc.

RESOURCE MANAGEMENT AGENCY

county of ventura

Planning Division
Kimberly L. Rodriguez
Director

May 28, 2009

City of Agoura Hills
Planning Department
3001 Ladyface Court
Agoura Hills, CA 91301
Attn.: Allison Cook, Principal Planner

E-mail: acook@ci.agoura-hill.ca.us

Subject: Comments on NOP of an EIR for City of Agoura Hills General Plan Update

Dear Ms. Cook:

Thank you for the opportunity to review and comment on the subject document. Attached are the comments that we have received resulting from intra-county review of the subject document. Additional comments may have been sent directly to you by other County agencies.

Your proposed responses to these comments should be sent directly to the commenter, with a copy to Laura Hocking, Ventura County Planning Division, L#1740, 800 S. Victoria Avenue, Ventura, CA 93009.

If you have any questions regarding any of the comments, please contact the appropriate respondent. Overall questions may be directed to Laura Hocking at (805) 654-2443.

Sincerely,

for Kim L. Rodriguez
County Planning Director

Attachment

County RMA Reference Number 09-019

COUNTY OF LOS ANGELES
DEPARTMENT OF PARKS AND RECREATION
"Creating Community Through People, Parks and Programs"
Russ Guiney, Director

June 2, 2009

Sent via e-mail: acook@ci.agoura-hills.ca.us

Allison Cook
Principal Planner
Planning Department
City of Agoura Hills
30001 Ladyface Court
Agoura Hills, CA 91301

Dear Ms. Cook:

NOTICE OF PREPARATION (NOP)
CITY OF AGOURA HILLS GENERAL PLAN UPDATE
DRAFT ENVIRONMENTAL IMPACT REPORT(DEIR)

The Department of Parks and Recreation has reviewed the NOP of DEIR for the City of Agoura Hills General Plan Update for facilities under the jurisdiction of the Department and have found the following trail within the City of Agoura Hills.

Proposed joint County/ NPS Trail
#1 Zuma Ridge Trail

As shown in the enclosure, *The Santa Monica Mountains North Area Plan*, the Zuma Ridge Trail is shown in the last page, Map 4: Ventura Freeway Corridor Hiking Trails.

Thank you for including this Department in the review process. If you have any trail inquiries, please contact Myrna Rodriguez at (213) 351-5135 or mrodriguez2@parks.lacounty.gov.

Sincerely,

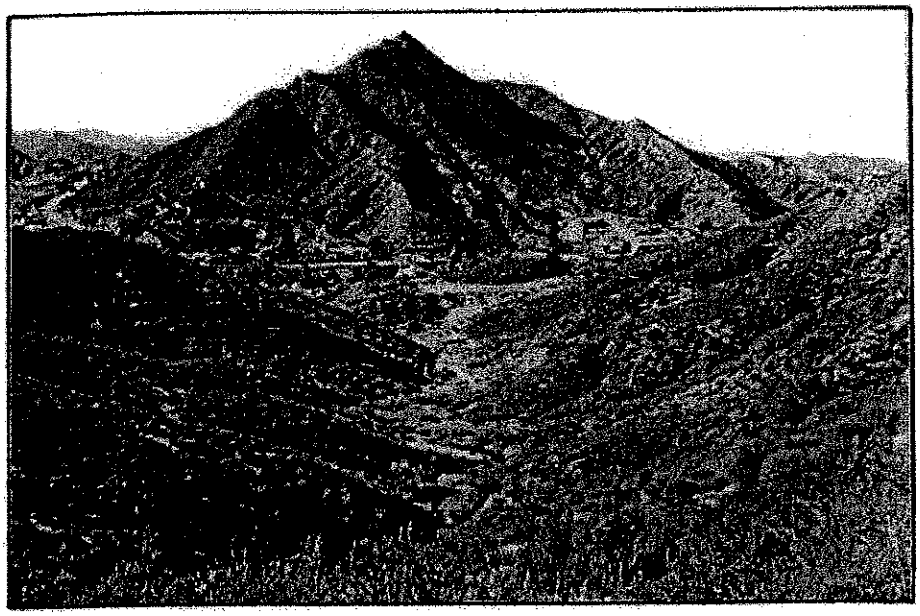
Julie Yom
Park Planner

JY:(c:response-City of Agoura Hills General Plan Update)

Enclosure: The Santa Monica Mountains North Area Plan

c: Dept. of Parks and Recreation (N. E. Garcia, L. Hensley, J. Rupert, M. Rodriguez)
National Park Service (I. Nicholson)

THE
SANTA MONICA MOUNTAINS
NORTH AREA PLAN



County of Los Angeles
Department of Regional Planning
James E. Hartl, AICP
Director of Planning

Adopted: October 24, 2000
by the Los Angeles County
Board of Supervisors

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LOS ANGELES COUNTY REGIONAL PLANNING COMMISSION

Renée L. Campbell, Chariman
George Pederson, Vice Chairman
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Esther Feldman, Commissioner
Cheryl Vargo, Commissioner

General Plan Amendment
No. SP 97-181
Actions:
Adopt Santa Monica Mountains North Area Plan
Repeal Santa Monica Mountains Interim Area Plan
Amend Los Angeles County Highway Plan
Amend Los Angeles County Bikeway Plan

♦

Project Management:
James E. Hartl, AICP, Director of Planning
Jon Sanabria, Chief Deputy
Pamela Holt, AICP, Administrator, Advance Planning Division

Project Manager:
Lee Stark, Regional Planner

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Production of Land Use Policy Map:
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ACKNOWLEDGMENTS

The following persons are acknowledged for their contribution to the preparation of the Ventura Freeway Corridor Areawide Plan--the foundation for the Santa Monica Mountains North Area Plan. Without the dedication and hard work of such persons, the preparation of the Santa Monica Mountains North Area Plan would not have been possible. The County of Los Angeles is grateful for their many hours of service and contribution to this planning effort.

Ventura Freeway Corridor Areawide Plan Policy Committee

County of Los Angeles
Third Supervisorial District
Ed Edelman
Zev Yaroslavsky
Ginny Kruger
David Michaelson

City of Agoura Hills
Ed Kurtz
Darlene McBane
Joan Yacavone

City of Calabasas
Charles Cate
Lesley Devine
Dennis Washburn

City of Hidden Hills
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City of Westlake Village
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National Park Service
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Chris Willig
Richard Woolard

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Marilyn Miller

City of Hidden Hills
Tim D'Zmura
Cherie Paglia

City of Westlake Village
Hamid Arshadi
Robert Theobald

Las Virgenes Municipal Water District
Mike Brown
Gene Talmadge

Las Virgenes Unified School District
Don Zimring

National Park Service
Nancy Arkin
Melanie Beck
Scott Erickson
Tedra Fox

I. INTRODUCTION

A. Purpose of the North Area Plan

The *Santa Monica Mountains North Area Plan* (North Area Plan is a synonym used in this document) is a component of the Los Angeles County General Plan. The North Area Plan replaces in its entirety the *Malibu/Santa Monica Mountains Interim Area Plan*, which previously served as the basic planning tool for the unincorporated area. The North Area Plan's primary role is to provide more focused policy for the regulation of development within the unincorporated area of the Santa Monica Mountains west of the City of Los Angeles and north of the Coastal Zone boundary--the planning area--as part of the overall General Plan area of Los Angeles County. The North Area Plan refines the policies of the county-wide General Plan as it applies to this planning area.

This plan is an outgrowth of a unique cooperative planning effort for the Ventura Freeway corridor (see Map 1 ~ '*Ventura Freeway Corridor Planning Area*' at the end of this chapter). The County participated with the cities of Westlake Village, Agoura Hills, Calabasas, Hidden Hills, the Las Virgenes Unified School District, the Las Virgenes Municipal Water District and the National Park Service in drafting a long-range plan for the region--a term used throughout this document to identify the entire unincorporated area and adjacent cities mentioned above. That effort produced the *Ventura Freeway Corridor Areawide Plan* ('Corridor Plan').

The Corridor Plan identified the concerns and issues that were shared by all of the plan participants and includes much pertinent background information on the region. The Corridor Plan provided valuable guidance and was the model for the goals and policies in this North Area Plan. The many references to the "region" throughout this North Area Plan--which has jurisdiction only over the unincorporated County--is testimony to the need to consider surrounding and off-site impacts in this environmentally sensitive area and to the value of cooperative multi-jurisdiction planning. Certainly such regional factors as traffic, trails, and views are appropriate subjects for consideration by the Regional Planning Commission--the first regional planning agency created in the United States, in 1922.

The North Area Plan serves to:

- Identify the community's environmental, social, and economic goals.
- Provide a forum for area residents to mold a vision for the future of the area and to resolve local land use and planning conflicts.
- State the County's policies on existing and future development needed to achieve community goals.
- Establish within local government the ability to respond to problems and opportunities concerning community development in a way consist with local, regional and state goals and policies.

- Inform citizens about their community and allow for opportunities to participate in the planning and decision-making process of local government.

- Identify the need for and methods of improving the coordination of community development activities among all local units of government.

- Create a basis for subsequent planning efforts, such as the preparation of specific plans and special studies.

B. Setting

The jurisdiction of the Santa Monica Mountains North planning area is the unincorporated portion of the Santa Monica Mountains west of the City of Los Angeles and north of the Coastal Zone boundary. (See Map 1) Surrounded by a unique and distinctive environment characterized by steep mountains, rolling hills, canyons, streams and oak woodlands is an equally distinctive group of communities. Content of the North Area Plan is influenced by the close proximity of the four cities within the planning area as well as the Coastal Zone to the south. This beautiful Southern California setting is described in a recent research effort:

> *'Few trips through Southern California's urban landscape offer such dramatic change as the drive westward out of the San Fernando Valley along... the Ventura Freeway. Winding up the Calabasas Grade from Woodland Hills, the scenery shifts abruptly.... Traffic begins to thin out. Densely packed urban development is replaced by large hilltop residences and small residential and commercial clusters... give way to golden, rolling grass hills of oak savannah and lush green riparian areas which line canyon bottoms.*
>
> *Further along the freeway corridor, the landscape changes again. The dramatic Santa Monica Mountains loom large in the background, especially... Ladyface Mountain south of Agoura Hills. As the freeway widens to accommodate the breadth of the Conejo Valley, the meticulously planned streets and neighborhoods of Westlake Village... become evident, creating a different vision of suburbia."*[1]

The above description of the views from the Ventura Freeway characterizes the types of visual pleasures which occur throughout the entire area and not just from the Freeway--due in large part to the extensive preserves of publicly owned park lands.

The portions of the corridor planning area within unincorporated Los Angeles County are the focus of this planning report. The unincorporated area within the corridor encompasses 32.2 square miles and has an estimated 1995 population of 4,940.

C. Organization of the North Area Plan

The North Area Plan consists of six components, described as follows:

Guiding Principles and General Goals
This chapter establishes the basic vision statement of the North Area Plan, and sets forth principles and goals intended to guide and shape the content and direction of the policy elements that follow in the North Area Plan.

---

[1]UCLA Extension Public Policy Program, *The 101 Corridor: Land-Use Planning and Intergovernmental Relations (Draft)*, Los Angeles, November 1993.

G. Open Space

Over 5,000 acres of major public open spaces within the North Plan area--approximately one-fourth of the planning area, representing a major investment of public monies--have been preserved, including lands under the management of the National Park Service, the State of California, and the Santa Monica Mountain Conservancy. Additional committed open space areas include local park lands, and lands that were preserved as permanent open space as the result of various development approvals. The adjacent cities and Coastal Zone, as well as Ventura County, also include major blocks of publicly-owned open space parklands. Large additional blocks of open space lands exist through the region, but are not committed to long term open space and are, therefore, available for various types and intensities of development.

State General Plan law related to Open Space Elements describes four types of open spaces:

- ***Open Space for the Protection of Significant Environmental Resources.*** Most of the land acquired by the National Park Service, the State of California, and the Santa Monica Mountains Conservancy falls into this category, as these lands contain significant biological habitats and habitat linkages. Much of the remaining open spaces within the region contain a great abundance and variety of vegetative and wildlife habitats and linkages. They also represent a scenic resource of great value.

- ***Open Space for the Protection of Public Health and Safety.*** Many hillside areas have proven to be unstable; despite the best efforts of geologists, soils engineers, and civil engineers, man-made slopes within the region have been subject to failure. Thus, certain hillside areas are unsuitable for development, and are more appropriately left as open space. In addition, the fires that periodically rage through the Santa Monica Mountains are a reminder of the inherent difficulties with development in mountainous areas. Because fire is a natural and a needed phenomenon, certain areas within the mountains are best left in their natural condition, and protected from development. Currently, many steeply sloping areas, as well as areas subject to flooding have been committed to long term open space, primarily as part of past development approvals.

- ***Open Space for the Managed Production of Resources.*** Open space for the managed production of resources typically includes agricultural lands and lands used for mineral extraction. At this time, there is no open space in this category in the unincorporated area.

- ***Open Space for Public Recreation.*** These open space areas include the public and private parks managed by Los Angeles County and property owners' associations, as well as developed recreation areas owned and managed by the National Park Service and the California Department of Parks and Recreation.

Open Space Goals and Policies

Goal IV-5:

An integrated open space system that preserves valuable natural resources, manages water resources, and provides a variety of recreational opportunities, and a coordinated program among federal, state, and local agencies for the consistent management of public lands.

Policies:

IV-39 In the conditions of approval setting aside lands for open space, clearly define the land's intended open space functions, and ensure that the management and use of such lands are consistent with those intended open space functions.

IV-40 Treat all parcels within existing clustered subdivisions that were set aside as open space, as permanent deed-restricted open space on the Land Use Policy Map.

IV- 41 Preserve open space corridors which physically link open space and habitat areas to populated areas as well as to complementary recreational uses.

IV-42 Structure the pattern and character of planned development so as to be compatible with and complementary to open space resources.

IV-43 Diverse methods, including fee simple acquisition, purchase of development rights, regulations, and/or development density and clustering incentives, are appropriate where open space preservation is achieved.

IV-44 Implement adequate legal protections to ensure the preservation in perpetuity of designated open space lands.

IV-45 Preserve open space that protects streams and watersheds, prevents vegetation clearance or grading of steep areas and helps reduce development-induced runoff.

H. Recreation And Trails

One of the most important functions of this portion of the Santa Monica Mountains is its ability to provide the Los Angeles metropolitan region with a wide range of public and private recreational opportunities. The natural environment of the mountains--throughout the unincorporated area as well as adjacent cities-- is particularly well suited for active and passive outdoor recreational experiences in an unstructured natural setting. In view of the need for energy conservation, the value of recreation in close proximity to the urban complex is immense. The Santa Monica Mountains area represents the last opportunity to maintain a critical element of a 'close-in,' outdoor, recreational-oriented lifestyle within the Los Angeles region, and the communities along the Ventura Freeway corridor serve a gateway function into the mountains.

The cornerstones of the area's recreation potential are the existing federal, state, and local parks and trails. These parks and proposed acquisitions, linked by the proposed scenic routes and a network of riding, hiking, and bicycle trails across all jurisdictions, would all integrate with the Santa Monica Mountains National Recreation Area. These public recreation areas, which could be supported by compatible commercial recreation uses, such as resorts, lodgings, camps and equestrian facilities, would maximize the recreational opportunities available to the public.

Although existing parks and recreational facilities are the basis for experiencing the area's recreational opportunities, the system is insufficient to meet regional needs. Although bicycle trails plans have been adopted, a comprehensive public trail or bicycle system does not exist to provide critical linkages to the varied recreational facilities. Traditional equestrian and hiking routes, unofficially established by years of public use, cross primarily private property, while only isolated bikeway segments exist. A system of trails and bikeways in the Santa Monica Mountains, could serve as usable, safe, parallel paths connecting recreation areas and the metropolitan area.

As these recreational amenities are expanded, there will be an increasing need for coordinated resource management in order to protect sensitive habitats from overuse and/or degradation. These opportunities and issues can best be resolved if the emphasis is placed on an integrated recreational plan coordinating the resources of multiple governmental jurisdictions and community groups.

Several entities are involved in the provision of parks and recreational opportunities within the planning region, including the National Park Service, the State of California, Santa Monica Mountains Conservancy and area cities. In addition, local property owners' associations are also actively involved in the provisions of recreational facilities in the region.

EXISTING AND PROPOSED PARK & TRAIL FACILITIES

Parks

The County of Los Angeles does not currently operate any regional park facilities within the jurisdiction of the North Area Plan. While it is recognized that there are local park needs throughout the planning region, it is not advisable to plan for traditional active local parks in the unincorporated mountain area of the North Area Plan. As has previously been noted, this mountain area is largely steep with limited access and would not be suitable for an active recreation park.

Trails

The existing trail system in the study area is comprised primarily of regional trails within the Santa Monica Mountains, including those operated by the County and other public agencies, as well as those on private lands. There are many trails throughout the mountains, but most are not publicly protected unless they are within parklands. For those trail lands that are protected through public ownership or easements, trail maintenance--and often basic construction--is primarily due to the work of dedicated volunteers.

The National Park Service, California Department of Parks and Recreation, Santa Monica Mountains Conservancy, and the Santa Monica Mountains Trails Council, together with a variety of other public agencies and private concerns--through a consortium known as the Santa Monica Mountains Area Recreational Trails (SMMART) Coordination Project--have proposed additions to the County's trails plan as well as new trail amenities (i.e. trail camps) to be considered by the park agencies.

Following up on the information developed by the SMMART Project, the National Park Service, California State Parks and the Santa Monica Mountains Conservancy are planning an integrated trail system (i.e., a system that provides connections with other local and regional trail networks) throughout the Santa Monica Mountains National Recreation Area--which covers the multi-jurisdictional breadth of the Mountains. This system is intended to link area recreation facilities, and provide trail access between the mountains and the coast. The system will include trails of varying lengths and degrees of difficulty for people with a wide variety of skills and abilities, including the disabled, senior citizens, and families. A series of loop trails will be planned for hikers, equestrians and bicyclists. Overnight camps will be considered and established along longer trails to allow uninterrupted backpacking trips of several days' duration. The trail system may eventually connect with other major trails in the greater region, such as the Rim of the Valley Trail and the Pacific Crest Trail.

The Rim of the Valley Trail is within the state-designated Rim of the Valley Trail Corridor, stretching from Sierra Madre to Moorpark, and will link parklands and mountain open spaces encircling the San Fernando, La Crescenta, western San Gabriel, Simi, and Conejo Valleys. The Rim of the Valley Trail will link to the Pacific Crest Trail and the Santa Monica Mountains Backbone Trail.

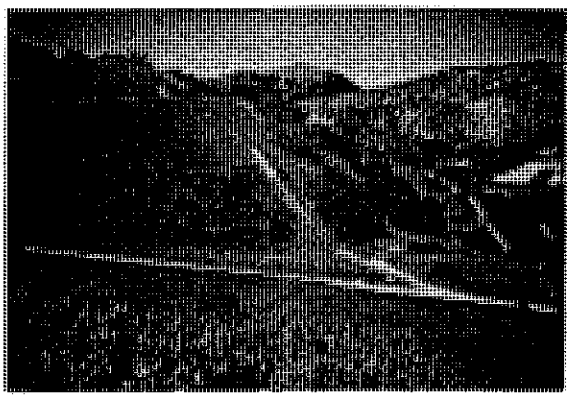
The 2550-mile long Pacific Crest Trail (a National Scenic Trail) passes through northern Los Angeles County mostly in the San Gabriel Mountains, Sierra Pelona Range, and mountains northeast of Pyramid Lake (Angeles National Forest), as well as through intervening private lands,

before it cross the western Antelope Valley into Kern County. Trails within the planning area can provide links to this major trail resource.

Future Regional Trails

Planning for the Juan Bautista DeAnza National Historic Trail is underway. This trail is one of only seven national historic trails in the country. The trail commemorates the 1,200-mile expedition of Juan Bautista de Anza in 1775-1776, when he led a contingent of colonists from Mexico across deserts and mountains to found a colony for Spain at San Francisco. An approximately 5-mile segment of the Anza National Historic Trail will cross parklands in the Simi Hills north of the North Area Plan's study area. A spur trail to the south would connect the Anza National Historic Trail with Malibu Creek State Park, the approximate location of one of the expedition's camping sites. The National Park Service is coordinating this interstate planning effort. Alternative alignments are still in draft form at this time.

Public trails originating from the Ahmanson Ranch project, if it is developed as proposed in the adjacent Las Virgenes Canyon area of Ventura County, could provide both regional north-south and east-west trail connections. Ahmanson Ranch would be connected to the Santa Monica Mountains, as well as to Los Angeles, by the Valley Circle Scenic Corridor Trail, entering Los Angeles County from Ventura County through Crummer Canyon on the western side of Hidden Hills, connecting on south of the Ventura Freeway with the Calabasas-Cold Creek Trail. This trail would extend through Ahmanson Ranch and continue into the northern San Fernando Valley along Valley Circle Boulevard and tie into the trail system already established in the north valley. In this same general area, the connection of Cheseboro Park with Malibu Creek State Park is proposed through Liberty Canyon. If Ahmanson Ranch is not developed as proposed, other measures will be required to secure these trails.



The Las Virgenes Canyon trail is another proposed County trail that would connect Ahmanson Ranch to the Santa Monica Mountains. The County has obtained several easements for this trail, adequate to build the trail from the Ventura Freeway to Malibu Creek State Park. Easements north of the Ventura Freeway have not yet been obtained. The Ahmanson Ranch project has been conditioned to provide large staging areas on property at Las Virgenes Road in Ventura County.

The Zuma Ridge Trail is planned to eventually link Simi Valley to the sea, providing a continuous trail connection from the Arroyo Simi Equestrian park through the Simi Hills to Zuma Canyon. Portions of the regional trail are maintained by the County of Los Angeles and the Santa Monica Mountains Trail Council.

Trails Acquisition Programs

Trails easements and improvements over private lands are frequently obtained through conditions of development approval; funding mechanisms for sustained maintenance of such trails should also be sought at this opportunity. Open space lands, including new acquisitions, may contain existing trails or provide opportunities for new ones--although funding for construction and/or maintenance is not necessarily assured. As trail acquisition opportunities arise, regional coordination is needed to both ensure an integrated trails network as well as to dedicate particular trail segments to the agency best able to provide sustained funding for trail construction and maintenance.

Recreation and Trails Goals and Policies

Goal IV-6:

A variety of recreational opportunities affording a range of experiences from wilderness to parks, including public trail access to public lands--all in a manner that respects natural resources.

Policies:

IV-46 Ensure the opportunity for a full range of recreational experiences to serve regional and national visitors, including the the transit-dependent and the disabled.

IV-47 Locate recreational facilities of all types in a manner consistent with the environmental values of the land, taking special care to avoid impacts on riparian areas. Regulate the intensity, timing, types, and location of recreational facilities to protect resources and established neighborhoods and rural communities.

IV-48 Encourage opportunities for dispersed recreation when consistent with environmental values and protection of natural resources.

a. Provide passive recreational experiences within undeveloped natural areas consistent with the tolerance capabilities and character of such areas. Natural areas with limited road access and the presence of sensitive environmental resources are to be limited to activities that are keyed to solitude and appreciation of the values of the natural environment.

b. Within natural areas intended for the protection of vegetative, habitat and scenic resources, regulate use to preserve resource values.

c. Expand trails systems for hiking, mountain bike riding, and equestrian uses to accommodate projected demands, following an evaluation that has considered such impacts as environmental quality and the safety and enjoyment of all users. Multi-use trails should be constructed wherever feasible. The trails system should provide linkages between major regional trails and area recreational facilities (see Map 4 ~ '*Ventura Freeway Corridor Hiking Trails*' at the end of this chapter which identifies major hiking trails throughout the region).

d. Ensure that the routing and improvement of trails facilities is compatible with the resource values of adjacent lands.

e. Relocate or redesign any trails that may exist within environmentally sensitive areas to enhance their use and protect natural resources.

f. Prohibit motorized off-road vehicle use on the area trails system; restrict mountain bike use to those trails specifically designed and identified for such use and where conflict with equestrian and hiking uses would not occur.

g. Preserve public rights by obtaining trail easements where the public has acquired these rights through use, or where the trail is depicted on Map 4 (Hiking Trails) of this Plan.

IV-49 Ensure that an appropriate portion of preserved open space areas is devoted to recreational facilities, consistent with the mountains area environment.

a. Where appropriate, establish the facilities necessary for information/orientation, recreation, interpretation, education, and recreation area maintenance and operations;

b. At the periphery of areas devoted to dispersed recreation provide the following:

- provide sufficient staging areas along trails--including space to accommodate horse trailers, where needed and appropriate--to ensure adequate access to the trails system,
- campgrounds, roadside rests and picnic areas in areas of suitable land capability,
- visitor information, and
- day use facilities;

c. Expand the area's system of bicycle trails to provide an alternative means for travel in conjunction with automobile travel; and

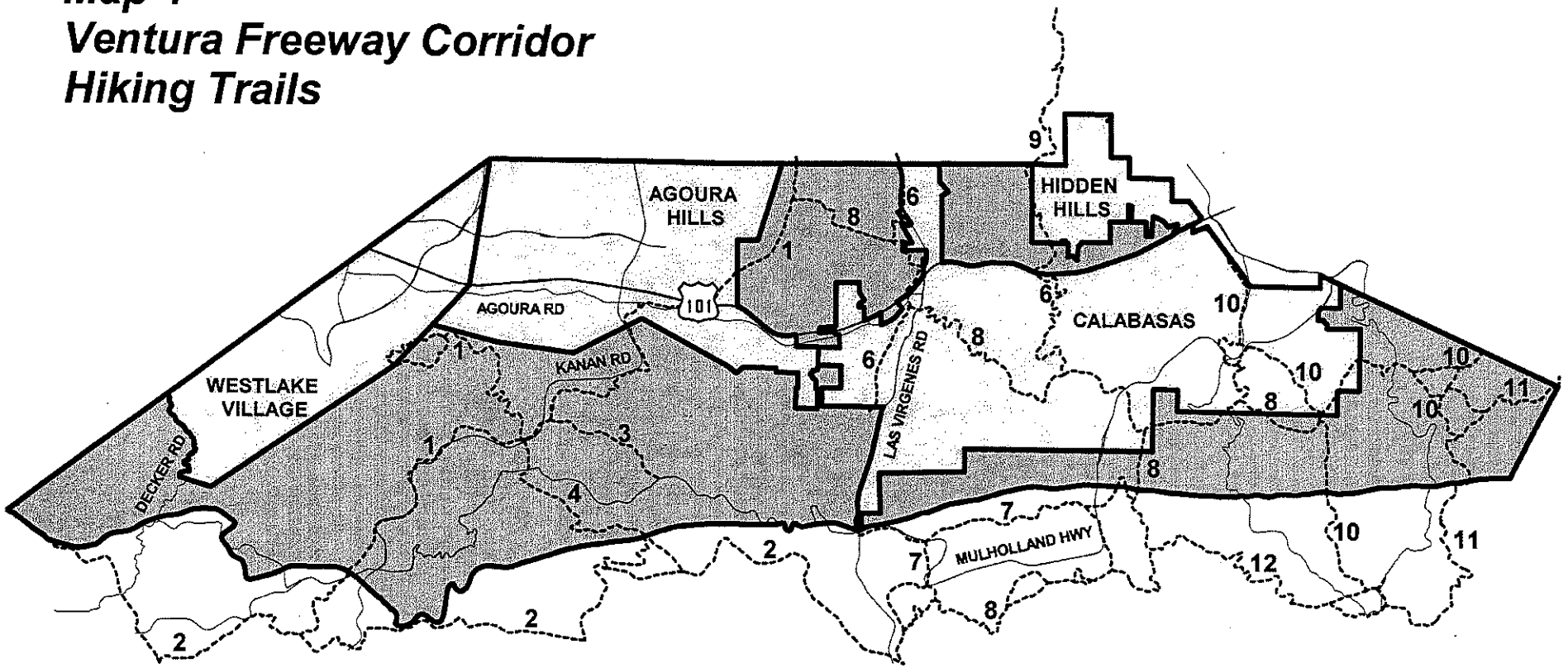
d. Locate and design parking for recreation areas in a manner compatible with the need for preservation of natural resources, including scenic values, wildlife habitats and corridors, and water and groundwater quality.

IV-50 Make use of open space easements, such as flood inundation areas, and establish other procedures to acquire land or the use of land for recreational and open space purposes.

IV-51 Work to achieve common trails policies between the various agencies maintaining trails within the region.

IV-52 Allow the development of new, and the retention of existing, private recreational facilities, including equestrian rental and boarding facilities, low intensity campgrounds and conference facilities in rural and mountain areas where the character of such facilities dictates the need for such a setting and can be developed and operated in a manner consistent with the environmental protection policies of the North Area Plan, and where such uses would be compatible with surrounding land uses.

Map 4
Ventura Freeway Corridor
Hiking Trails



LEGEND:

- Trails
- Major Arterials
- Ventura Freeway
- Los Angeles County Unincorporated Areas
- Incorporated Cities

NAMES OF TRAILS:

1. ZUMA RIDGE TRAIL
2. BACKBONE TRAIL
3. REAGAN CONNECTOR TRAIL
4. MALIBU LAKE CONNECTOR TRAIL
5. CALABASAS-COLD CREEK TRAIL
6. LAS VIRGENES TRAIL
7. STOKES RIDGE TRAIL
8. CALABASAS-COLD CREEK TRAIL
9. VALLEY CIRCLE SCENIC CORRIDOR
10. TOPANGA HENRY RIDGE TRAIL
11. SANTA MARIA CANYON TRAIL
12. CAMP SLAUSON CONNECTOR TRAIL

N W E S

0 4 8 12 Miles

COUNTY OF LOS ANGELES

FIRE DEPARTMENT

1320 NORTH EASTERN AVENUE
LOS ANGELES, CALIFORNIA 90063-3294

(323) 890-4330

P. MICHAEL FREEMAN
FIRE CHIEF
FORESTER & FIRE WARDEN

August 5, 2009

Allison Cook, Principal Planner
City of Agoura Hills
Planning Department
3001 Ladyface Court
Agoura Hills, CA 91301

Dear Ms. Cook:

NOTICE OF PREPARATION, NOTICE OF PREPARATION (NOP) CITY OF AGOURA HILLS GENERAL PLAN UPDATE ENVIRONMENTAL IMPACT REPORT (EIR), AGOURA HILLS (FFER #200900095)

The Notice of Preparation has been reviewed by the Planning Division, Land Development Unit, Forestry Division, and Health Hazardous Materials Division of the County of Los Angeles Fire Department. The following are their comments:

PLANNING DIVISION:

1. We have no comments at this time.

LAND DEVELOPMENT UNIT:

1. We do not have comments at this time.

FORESTRY DIVISION – OTHER ENVIRONMENTAL CONCERNS:

1. The statutory responsibilities of the County of Los Angeles Fire Department, Forestry Division include erosion control, watershed management, rare and endangered species, vegetation, fuel modification for Very High Fire Hazard Severity Zones or Fire Zone 4, archeological and cultural resources, and the County Oak Tree Ordinance. Potential impacts in these areas should be addressed in the Final Environmental Document.

HEALTH HAZARDOUS MATERIALS DIVISION:

1. Health hazardous Materials has no objection with the proposed project.

If you have any additional questions, please contact this office at (323) 890-4330.

Very truly yours,

FRANK VIDALES, ACTING CHIEF, FORESTRY DIVISION
PREVENTION SERVICES BUREAU

FV:lj

Appendix B Traffic Study

FEHR & PEERS
TRANSPORTATION CONSULTANTS

DRAFT TECHNICAL MEMORANDUM

Date: November 17, 2009

To: Linda Tatum, PBS&J

cc: Allison Cook, City of Agoura Hills Principal Planner

From: Tom Gaul, Sarah Brandenberg, and Caitlin Boon

Subject: ***Addendum to the Traffic Study for the Agoura Hills General Plan Update***

Ref: LA07-2198

As part of the Agoura Hills General Plan Update process, Fehr & Peers conducted a traffic analysis of land use development anticipated under the proposed Agoura Hills General Plan Reduced Density Alternative (RDA) in October 2009. This alternative was developed with the intent to reduce the potential traffic impacts of the proposed General Plan in the Canwood Street and Agoura Road corridors. The RDA assumes a 25 percent reduction in land use growth otherwise anticipated in TAZs 6, 8, 10, and 12 (with the exception of development approved by the Agoura Village Specific Plan within these TAZs, which was held constant).

Since October, the alternative analysis study section has undergone the following three changes:

1) The table summarizing the anticipated land use growth citywide for the proposed General Plan and the two alternatives which reflects changes made to the RDA's total number of single family residential units (p. 68);

2) The table summarizing the estimated net incremental trips generated by the land use growth anticipated under each alternative for the City as a whole, which reflects the change in the Daily, AM Peak, and PM Peak Hour trips for the reduced density alternative (p. 68); and

3) Revisions to Table 11, the RDA trip generation estimates table, (p. 71) corresponding to the changes made to single family residential unit assumptions reflected in items 1) and 2) above.

This memorandum summarizes and explains these report changes, as well, as outlines any subsequent changes to the October 2009 traffic study's key findings.

CHANGES TO OCTOBER 2009 STUDY ASSUMPTIONS

The three report changes described above are the result of two changes made to single family residential assumptions in the RDA analysis. It was originally assumed that the total number of single family residential units in TAZ 6 was 11 units and the total number of single family residential

units in TAZ 12 was 40 units. These assumptions reflected the 25 percent reduction in land use growth otherwise anticipated in TAZs 6, 8, 10, and 12 (with the exception of development approved by the Agoura Village Specific Plan within these TAZs, which was held constant) assumed for the RDA.

Since the traffic study was finalized in October, it has been determined that the number of single family residential units in TAZ 6 and TAZ 12 should have been held constant. Therefore, the revised total number of single family residential units in TAZ 6 is now 14 units and the total number of single family residential units in TAZ 12 is now 53 units.

These changes resulted in necessary revisions to the table summarizing the anticipated land use growth citywide for the proposed General Plan and the two alternatives (p.68), the table summarizing the estimated net incremental trips generated by the land use growth anticipated under each alternative for the City as a whole (p.68), and Table 11. Exhibits A, B, and C attached to this memorandum illustrate the revisions to these tables in bold font.

FINDINGS

The changes to the single family residential assumptions for TAZ 6 and TAZ 12 are relatively minor with respect to trip generation, as summarized below:

- For TAZ 6, the assumption of 14 versus 11 units results in one additional peak hour trip.
- For TAZ 12, the assumption of 53 versus 40 units results in nine additional peak hour trips.
- Citywide, the assumption of 116 versus 100 units results in ten additional peak hour trips.

The results of the analysis suggest that the level of land use intensification anticipated under the revised RDA analysis would not impact the key findings identified in the October 2009 alternative analysis.

FEHR & PEERS
TRANSPORTATION CONSULTANTS

EXHIBIT A

Alternative	Single Residential (Units)	Multi-Family Residential (Units)	Retail/ Service (sf)	Office/ Business Park (sf)	Business Park/ Manufacturing (sf)
Proposed General Plan*	116	413	625,794	1,098,291	273,445
1992 General Plan Buildout**	116	293	1,458,799	2,947,606	1,414,292
Reduced Density Alternative	**116**	394	451,342	1,000,480	216,614
*Includes the AVSP, which was approved in 2008, and is now part of the 1992 General Plan ** Does not include the AVSP.					

FEHR & PEERS
TRANSPORTATION CONSULTANTS

EXHIBIT B

Alternative	Daily	AM Peak Hour	PM Peak Hour
Proposed General Plan	45,302	3,026	4,775
1992 General Plan Buildout	100,686	7,548	10,364
Reduced Density Alternative	**41,697**	**2,749**	**4,398**

EXHIBIT C

TABLE 11
TRIP GENERATION ESTIMATES - REDUCED DENSITY ALTERNATIVE

TAZ & Land Uses	Size	Units	ITE Code	Trip Credit [d,e,f]	Trip Generation						
					Daily	AM Peak Hour			PM Peak Hour		
						In	Out	Total	In	Out	Total
TAZ 1											
Retail/Service	0.141	ksf	814		6	0	0	0	0	0	0
Pass-by Reduction				10%	*(1)*	*0*	*0*	*0*	*0*	*0*	*0*
TAZ 1 Subtotal					***5***	***0***	***0***	***0***	***0***	***0***	***0***
TAZ 2											
Multi-Family Residential	22	units	230		128	2	8	10	7	4	11
Internal Capture within TAZ				36%, 31%, 39%	*(46)*	*(1)*	*(2)*	*(3)*	*(3)*	*(2)*	*(4)*
Retail/Service	28.575	ksf	814		1,266	13	8	21	34	43	77
Internal Capture within TAZ				4%, 16%, 6%	*(51)*	*(2)*	*(1)*	*(3)*	*(2)*	*(3)*	*(5)*
Pass-by Reduction				*10%*	*(122)*	*(1)*	*(1)*	*(2)*	*(3)*	*(4)*	*(7)*
TAZ 2 Subtotal					***1,175***	***11***	***12***	***23***	***33***	***38***	***72***
TAZ 3											
Single-Family Residential	23	units	210		220	4	13	17	14	9	23
TAZ 3 Subtotal					***220***	***4***	***13***	***17***	***14***	***9***	***23***
TAZ 4											
Retail/Service	9.467	ksf	814		420	4	3	7	11	15	26
Pass-by Reduction				10%	*(42)*	*(1)*	*0*	*(1)*	*(1)*	*(2)*	*(3)*
TAZ 4 Subtotal					***378***	***3***	***3***	***6***	***10***	***13***	***23***
TAZ 5											
Multi-Family Residential	22	units	230		128	2	8	10	7	4	11
Internal Capture within TAZ				37%, 49%, 40%	*(47)*	*(1)*	*(4)*	*(5)*	*(3)*	*(2)*	*(4)*
Retail/Service	53.919	ksf	814		2,390	24	15	39	64	82	146
Internal Capture within TAZ				6%, 25%, 6%	*(143)*	*(6)*	*(4)*	*(10)*	*(4)*	*(5)*	*(9)*
Pass-by Reduction				*10%*	*(225)*	*(2)*	*(1)*	*(3)*	*(6)*	*(8)*	*(14)*
Office/Business Park	159.584	ksf	750		2,072	286	35	321	42	257	299
Internal Capture within TAZ				4%, 2%, 1%	*(83)*	*(6)*	*(1)*	*(6)*	*0*	*(3)*	*(3)*
TDM Reduction				*5%*	*(99)*	*(14)*	*(2)*	*(16)*	*(2)*	*(13)*	*(15)*
TAZ 5 Subtotal					***3,993***	***283***	***46***	***330***	***98***	***312***	***411***
TAZ 6 [g]											
Single-Family Residential	14	units	210		134	3	8	11	9	5	14
Internal Capture within TAZ				37%, 45%, 40%	*(50)*	*(1)*	*(4)*	*(5)*	*(4)*	*(2)*	*(6)*
Retail/Service	201.010	ksf	820		10,691	145	93	238	476	516	992
Internal Capture within TAZ				4%, 15%, 3%	*(428)*	*(22)*	*(14)*	*(36)*	*(14)*	*(15)*	*(30)*
Pass-by Reduction [a]				*30%*	*(3,079)*	*(37)*	*(24)*	*(61)*	*(139)*	*(150)*	*(289)*
Office/Business Park	9.027	ksf	750		503	26	3	29	16	101	117
Internal Capture within TAZ				10%, 8%, 5%	*(50)*	*(2)*	*0*	*(2)*	*(1)*	*(5)*	*(6)*
TDM Reduction				*5%*	*(23)*	*(1)*	*0*	*(1)*	*(1)*	*(5)*	*(6)*
Business Park/Manufacturing	154.099	ksf	770		2,404	184	35	219	52	173	225
Internal Capture within TAZ				10%, 8%, 5%	*(240)*	*(15)*	*(3)*	*(18)*	*(3)*	*(9)*	*(11)*
TDM Reduction				*5%*	*(108)*	*(8)*	*(2)*	*(10)*	*(2)*	*(8)*	*(11)*
TAZ 6 Subtotal					***9,754***	***272***	***92***	***364***	***389***	***601***	***989***
TAZ 7											
Retail/Service	20.440	ksf	814		906	9	6	15	24	31	55
Internal Capture within TAZ				4%, 13%, 3%	*(36)*	*(1)*	*(1)*	*(2)*	*(1)*	*(1)*	*(2)*
Pass-by Reduction				*10%*	*(87)*	*(1)*	*(1)*	*(1)*	*(2)*	*(3)*	*(5)*
Office/Business Park	32.992	ksf	750		753	76	9	85	20	126	146
Internal Capture within TAZ				4%, 2%, 1%	*(30)*	*(2)*	*0*	*(2)*	*0*	*(1)*	*(1)*
TDM Reduction				*5%*	*(36)*	*(4)*	*0*	*(4)*	*(1)*	*(6)*	*(7)*
TAZ 7 Subtotal					***1,470***	***77***	***13***	***91***	***40***	***146***	***186***
TAZ 8 [g]											
Multi-Family Residential	57	units	230		331	4	21	25	20	10	30
Internal Capture within TAZ				37%, 30%, 37%	*(122)*	*(1)*	*(6)*	*(8)*	*(7)*	*(4)*	*(11)*
Specialty Retail (AVSP) [h]	36.600	ksf	[b]		1,443	26	17	43	48	50	98
Internal Capture				11%, 29%, 13%	*(159)*	*(8)*	*(5)*	*(12)*	*(6)*	*(7)*	*(13)*
Retail/Service	11.473	ksf	814		508	5	3	8	14	17	31
Internal Capture within TAZ				11%, 29%, 13%	*(56)*	*(1)*	*(1)*	*(2)*	*(2)*	*(2)*	*(4)*
Pass-by Reduction				*10%*	*(45)*	*0*	*0*	*(1)*	*(1)*	*(2)*	*(3)*
Office/Business Park	114.771	ksf	750		1,605	216	27	243	34	211	245
Internal Capture within TAZ				4%, 3%, 1%	*(64)*	*(6)*	*(1)*	*(7)*	*0*	*(2)*	*(2)*
TDM Reduction				*5%*	*(77)*	*(11)*	*(1)*	*(12)*	*(2)*	*(10)*	*(12)*
Business Park/Manufacturing	16.397	ksf	770		924	20	4	24	7	22	29
Internal Capture within TAZ				4%, 3%, 1%	*(37)*	*(1)*	*0*	*(1)*	*0*	*0*	*0*
TDM Reduction				*5%*	*(44)*	*(1)*	*0*	*(1)*	*0*	*(1)*	*(1)*
TAZ 8 Subtotal					***4,207***	***242***	***58***	***299***	***105***	***282***	***387***
TAZ 9											
Multi-Family Residential	19	units	[b]		115	2	7	9	7	4	11
Internal Capture within TAZ				*37%, 48%, 40%*	*(43)*	*(1)*	*(3)*	*(4)*	*(3)*	*(2)*	*(4)*
Retail/Service	16.592	ksf	820		2,113	32	21	53	92	99	191
Internal Capture within TAZ				6%, 21%, 5%	*(127)*	*(7)*	*(4)*	*(11)*	*(5)*	*(5)*	*(10)*
Pass-by Reduction				*10%*	*(199)*	*(3)*	*(2)*	*(4)*	*(9)*	*(9)*	*(18)*
Office/Business Park	71.539	ksf	750		1,154	146	18	164	27	166	193
Internal Capture within TAZ				3%, 3%, 2%	*(35)*	*(4)*	*(1)*	*(5)*	*(1)*	*(3)*	*(4)*
TDM Reduction				*5%*	*(56)*	*(7)*	*(1)*	*(8)*	*(1)*	*(8)*	*(9)*
Business Park/Manufacturing	46.118	ksf	770		1,243	56	11	67	17	57	74
Internal Capture within TAZ				3%, 3%, 2%	*(37)*	*(2)*	*0*	*(2)*	*0*	*(1)*	*(1)*
TDM Reduction				*5%*	*(60)*	*(3)*	*(1)*	*(3)*	*(1)*	*(3)*	*(4)*
TAZ 9 Subtotal					***4,068***	***209***	***45***	***256***	***123***	***295***	***419***

TABLE 11 (continued)
TRIP GENERATION ESTIMATES - REDUCED DENSITY ALTERNATIVE

TAZ 10 [g]											
Office/Business Park	128.132	ksf	750		1,744	238	29	267	37	224	261
TDM Reduction					*(87)*	*(12)*	*(1)*	*(13)*	*(2)*	*(11)*	*(13)*
TAZ 10 Subtotal					***1,657***	***226***	***28***	***254***	***35***	***213***	***248***
TAZ 11											
Multi-Family Residential	112	units	[b]		606	8	38	46	36	18	54
Internal Capture within TAZ				37%, 40%, 40%	*(225)*	*(3)*	*(15)*	*(19)*	*(15)*	*(8)*	*(21)*
Office (AVSP)	75.250	ksf	[b]		965	119	15	134	21	126	147
Internal Capture within TAZ				4%, 3%, 2%	*(39)*	*(4)*	*0*	*(4)*	*0*	*(3)*	*(3)*
Retail/Service	61.250	ksf	820		4,938	71	46	117	217	236	453
Internal Capture within TAZ				8%, 28%, 8%	*(395)*	*(20)*	*(13)*	*(33)*	*(17)*	*(19)*	*(36)*
Pass-by Reduction				*10%*	*(454)*	*(5)*	*(3)*	*(8)*	*(20)*	*(22)*	*(42)*
Office/Business Park [c]	267.681	ksf	750		3,198	441	54	495	60	370	430
Internal Capture within TAZ				4%, 3%, 2%	*(128)*	*(13)*	*(2)*	*(15)*	*(1)*	*(7)*	*(9)*
TDM Reduction				5%	*(154)*	*(21)*	*(3)*	*(24)*	*(3)*	*(18)*	*(21)*
TAZ 11 Subtotal					***8,312***	***573***	***117***	***689***	***278***	***673***	***952***
TAZ 12 [g]											
Single-Family Residential	53	units	210		507	10	30	40	34	20	54
Internal Capture within TAZ				33%, 25%, 31%	*(167)*	*(3)*	*(8)*	*(10)*	*(11)*	*(6)*	*(17)*
Multi-Family Residential	131	units	[b]		725	10	46	56	45	22	67
Internal Capture within TAZ				33%, 25%, 31%	*(239)*	*(3)*	*(11)*	*(14)*	*(14)*	*(6)*	*(21)*
Senior Housing (AVSP) [h]	31	units	[b]		97	0	2	2	2	1	3
Internal Capture within TAZ				33%, 25%, 31%	*(32)*	*0*	*(1)*	*(1)*	*(1)*	*0*	*(1)*
Specialty Retail (AVSP) [h]	61.000	ksf	[b]		2,417	45	28	73	83	87	170
Internal Capture within TAZ				13%, 29%, 13%	*(314)*	*(13)*	*(8)*	*(21)*	*(11)*	*(11)*	*(22)*
Retail/Service [c]	40.875	ksf	814		1,755	25	16	41	74	78	152
Internal Capture within TAZ				13%, 29%, 13%	*(228)*	*(7)*	*(5)*	*(12)*	*(10)*	*(10)*	*(20)*
Pass-by Reduction				*10%*	*(153)*	*(2)*	*(1)*	*(3)*	*(6)*	*(7)*	*(13)*
Office (AVSP) [h]	100.000	ksf	[b]		1,201	150	19	169	24	148	172
Internal Capture within TAZ				8%, 7%, 3%	*(96)*	*(11)*	*(1)*	*(12)*	*(1)*	*(4)*	*(5)*
Office/Business Park [c]	41.504	ksf	750		842	93	11	104	22	134	156
Internal Capture within TAZ				8%, 7%, 3%	*(67)*	*(7)*	*(1)*	*(7)*	*(1)*	*(4)*	*(5)*
TDM Reduction				5%	*(39)*	*(4)*	*(1)*	*(5)*	*(1)*	*(7)*	*(8)*
TAZ 12 Subtotal					***6,209***	***283***	***115***	***400***	***228***	***435***	***662***
TAZ 13											
Single-Family Residential	26	units	210		249	5	15	20	16	10	26
TAZ 13 Subtotal					***249***	***5***	***15***	***20***	***16***	***10***	***26***
TAZ 14											
No Change in Land Use	*n/a*	*n/a*	*n/a*		*n/a*	*n/a*	*n/a*	*n/a*	*n/a*	*n/a*	*n/a*
TAZ 14 Subtotal					***0***	***0***	***0***	***0***	***0***	***0***	***0***
Total					**41,697**	**2,188**	**557**	**2,749**	**1,369**	**3,027**	**4,398**

Notes:

Source: City of Agoura Hills, table entitled "Agoura Hills, Existing Land Uses and Proposed General Plan Buildout by TAZ, 3-13-09", modified as described in footnote [g].

[a] Pass-by trips in TAZ 6 were assigned to the local street network to simulate diversion from their usual path of travel.

[b] Description, size, and trip generation taken from the Agoura Village Specific Plan EIR.

[c] Land use density reflects reduction of the Agoura Hills General Plan with the densities specified in the Agoura Village Specific Plan.

[d] Pass-by reductions for retail land uses were applied on a varying scale: <100 ksf - 10%; 100ksf to 300ksf - 30%; and > 300ksf - 20%.

[e] Internal capture credits represent trips between land uses within the TAZ and remaining internal to the TAZ. The credits were calculated based on the ITE internalization methodology and vary by time period. Credits were calculated by time period and the

[f] TDM reduction credit of 5% applied to estimate the effects of the current TDM requirements in the Municipal Code.

[g] Land uses specified in TAZs 6, 8, 10, and 12 (outside of AVSP areas) were reduced in size by 25% for the Reduced Density Alternative.

[h] Since description, size, and trip generation were obtained from the certified Agoura Village Specific Plan, land uses specified by the approved plan were not reduced for the Reduced Density Alternative.

AVSP = Agoura Village Specific Plan

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CITY OF AGOURA HILLS GENERAL PLAN UPDATE
MOBILITY ELEMENT

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1. INTRODUCTION

This report documents the assumptions, methodologies, and findings of a study by Fehr & Peers to evaluate the potential traffic impacts of the City of Agoura Hills General Plan Update. This traffic impact analysis is also in support of the effort to update the Mobility Section of the Agoura Hills General Plan.

BACKGROUND

The purpose of the City of Agoura Hills General Plan is to help shape the development and growth of the city in a controlled manner. As part of the General Plan, the Circulation Element identifies the official policies adopted by the City to maintain goals and objectives relative to the circulation system. The current City of Agoura Hills General Plan, including the current Circulation Element, was adopted in 1992.

As part of the process of establishing the overall transportation goals and objectives for the update of the Mobility Section, this study analyzed the potential traffic impacts of the forecasted development growth in the City in accordance with the proposed Land Use Section of the General Plan. This traffic analysis aided in the development of specific physical improvements and strategies required to maintain the minimum acceptable level of traffic operation in the City, as feasible.

Growth patterns in the City and the region have evolved subsequent to adoption of the current General Plan in 1992. As part of the General Plan Update effort, City staff and the Agoura Hills General Plan Advisory Committee (GPAC) have developed a new Land Use Section that includes reassessment and updating of land use policies in 12 specific study areas throughout the City. City staff then developed specific estimates of growth anticipated to occur under the proposed Land Use Section that served as the basis for the transportation analysis in this study. The projected land uses and densities consistent with the proposed Land Use Element are detailed in Table 1. As indicated in the table, the land use categories for which growth is projected include single-family residential units, multi-family residential units, retail/service uses, office/business park uses, and business park/manufacturing uses. Figure 1 illustrates the traffic analysis zones (TAZ) that correspond to the proposed development of the General Plan.

The purpose of this analysis was to identify any deficient traffic locations as caused by growth under the proposed land use program. This analysis also identified potential improvements to support the transportation goals and objectives of the General Plan.

STUDY SCOPE

The scope of work for this study was developed in conjunction with the City of Agoura Hills staff. The base assumptions and technical methodologies were discussed with City staff as part of the study approach. The study, which analyzes potential traffic impacts of the projected General Plan buildout on the street system, anticipates that the General Plan horizon year would be 2035.

The analysis of future year traffic forecasts was based on projected conditions in 2035 with and without the addition of the proposed General Plan traffic. The following traffic scenarios have been developed as part of this study:

- Existing (2009) Conditions – The analysis of existing traffic conditions was intended to provide a basis for the remainder of the study. The existing conditions analysis included a description of the citywide street system, current traffic volumes, and an assessment of the operating conditions at the analyzed locations.

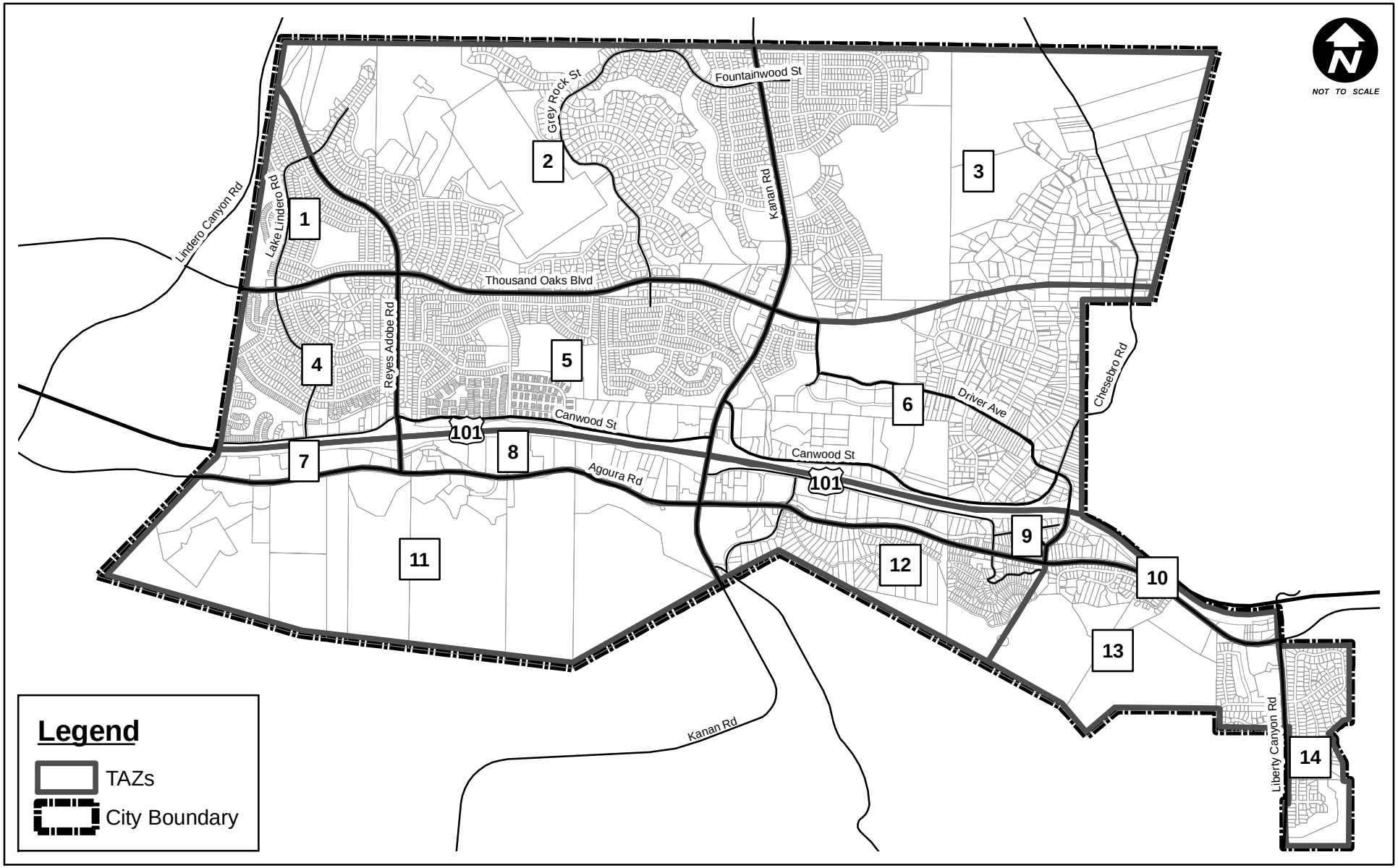
TABLE 1
EXISTING AND PROPOSED GENERAL PLAN LAND USE PROGRAM BY TAZ

TAZ				Residential		Non-Residential								
				Single-Family Units	Multi-Family Units	Retail/ Service Sq Ft	Office/ Business Park Sq Ft	Business Park/ Manufacturing Sq Ft	School Enroll	Hotel Rooms	Open Space Acres	Parks Acres	Institutional Sq Ft	Commercial Recreation Sq Ft
1	Incl. SA 1 (Lake Lindero)	Existing GP	Existing Use	459	0	9,712	0	0	1,045	0	21	0	0	9,000
			Buildout	459	0	20,843	0	0	1,045	0	21	0	0	9,000
			Difference	0	0	11,131	0	0	0	0	0	0	0	0
		Proposed GP Buildout	Study Area	0	0	9,853	0	0	0	0	0	0	0	0
			Outside Study Area	459	0	0	0	0	1,045		21			9,000
			Total	459	0	9,853	0	0	1,045	0	21	0	0	9,000
			Diff Prop GP Bldout - Ex Use	0	0	141	0	0	0	0	0	0	0	0
2	Study Area 7 (Ralphs Shopping Center)	Existing GP	Existing Use	1,307	126	166,231	0	0	905	0	0	4	0	0
			Buildout	1,307	126	364,640	0	0	905	0	0	4	0	0
			Difference	0	0	198,409	0	0	0	0	0	0	0	0
		Proposed GP Buildout	Study Area	0	22	194,806	0	0	0	0	0	0	0	0
			Outside Study Area	1,307	126	0	0	0	905	0	0	4	0	0
			Total	1,307	148	194,806	0	0	905	0	0	4	0	0
			Diff Prop GP Bldout - Ex Use	0	22	28,575	0	0	0	0	0	0	0	0
3	Incl. SA 8 (NEC of TO Blvd and Kanan Rd.)	Existing GP	Existing Use	858	226	0	0	0	191	0	0	4	0	13,000
			Buildout	881	226	0	0	0	191	0	0	4	0	13,000
			Difference	23	0	0	0	0	0	0	0	0	0	0
		Proposed GP Buildout	Study Area	0	226	0	0	0	0	0	0	0	0	0
			Outside Study Area	881	0	0	0	0	191	0	0	4	0	13,000
			Total	881	226	0	0	0	191	0	0	4	0	13,000
			Diff Prop GP Bldout - Ex Use	23	0	0	0	0	0	0	0	0	0	0
4	Includes SA 2 (Lake Lindero at TO Blvd.)	Existing GP	Existing Use	742	72	90,486	118,233	0	0	0	0	4	5,920	0
			Buildout	742	72	162,473	166,045	0	0	0	0	4	5,920	
			Difference	0	0	71,987	47,812	0	0	0	0	0	0	0
		Proposed GP Buildout	Study Area	0	0	11,764	0	0	0	0	0	0	0	0
			Outside Study Area	742	72	88,189	118,233	0	0	0	0	4	5,920	0
			Total	742	72	99,953	118,233	0	0	0	0	4	5,920	0
			Diff Prop GP Bldout - Ex Use	0	0	9,467	0	0	0	0	0	0	0	0
5	SA 7 Vons	Existing GP	Existing Use	1,069	369	120,730	302,267	0	0	0	0	10	12,500	0
			Buildout	1,069	369	246,343	1,015,058	0	0	0	0	10	12,500	0
			Difference	0	0	125,613	712,791	0	0	0	0	0	0	0
		Proposed GP Buildout	Study Area	0	22	166,274	0	0	0	0	0	0	0	0
			Outside Study Area	1,069	369	8,375	461,851	0	0	0	0	10	12,500	
			Total	1,069	391	174,649	461,851	0	0	0	0	10	12,500	0
			Diff Prop GP Bldout - Ex Use	0	22	53,919	159,584	0	0	0	0	0	0	0
6		Existing GP	Existing Use	362	1,066	218,761	71,339	645,905	2,048	125	0	25	0	0
			Buildout	376	1,066	557,506	146,966	1,272,886	2,048	125	0	25	0	0
			Difference	14	0	338,745	75,627	626,981	0	0	0	0	0	0
		Proposed GP Buildout	Study Area	0	0	0	0	0	0	0	0	0	0	0
			Outside Study Area	376	1,066	486,774	83,375	851,370	2,048	125	0	25	0	0
			Total	376	1,066	486,774	83,375	851,370	2,048	125	0	25	0	0
			Diff Prop GP Bldout - Ex Use	14	0	268,013	12,036	205,465	0	0	0	0	0	0
7		Existing GP	Existing Use	0	0	2,160	571,192	0	0	94	0	0	0	0
			Buildout	0	0	16,077	899,405	0	0	94	0	0	0	0
			Difference	0	0	13,917	328,213	0	0	0	0	0	0	0
		Proposed GP Buildout	Study Area	0	0	15,000	604,184	0	0	0	0	0	0	0
			Outside Study Area	0	0	7,600	0	0	0	94	0	0	0	0
			Total	0	0	22,600	604,184	0	0	94	0	0	0	0
			Diff Prop GP Bldout - Ex Use	0	0	20,440	32,992	0	0	0	0	0	0	0

TABLE 1 (Continued)
EXISTING AND PROPOSED GENERAL PLAN LAND USE PROGRAM BY TAZ

TAZ				Residential		Non-Residential								
				Single-Family Units	Multi-Family Units	Retail/ Service Sq Ft	Office/ Business Park Sq Ft	Business Park/ Manufacturing Sq Ft	School Enroll	Hotel Rooms	Open Space Acres	Parks Acres	Institutional Sq Ft	Commercial Recreation Sq Ft
8	Incl. SA 5 (North side of Agoura Rd, west of Kanan)	Existing GP	Existing Use	0	0	224,139	544,926	174,594	0	0	0	0	11,476	0
			Buildout	0	0	314,501	977,161	615,735	0	0	0	0	11,476	0
			Difference	0	0	90,362	432,235	441,141	0	0	0	0	0	0
		Proposed GP Buildout	Study Area	0	76	87,812	105,143	105,143	0	0	0	0	11,476	0
			Outside Study Area	0	0	188,224	592,811	91,313	0	0	0	0	0	0
			Total	0	76	276,036	697,954	196,456	0	0	0	0	11,476	0
			Diff Prop GP Bldout - Ex Us	0	76	51,897	153,028	21,862	0	0	0	0	0	0
9	Incl. SA's 6, 9 and 10 (Kanan Rd, South of Freeway)	Existing 2008	Existing Use	0	0	392,894	351,743	24,182	0	0	0	0	0	0
			Buildout	0	19	865,204	708,684	370,352	0	0	0	0	0	0
			Difference	0	19	472,310	356,941	346,170	0	0	0	0	0	0
		Proposed GP Buildout	Study Area	0	0	222,326	333,815	70,300	0	0	0	0	0	0
			Outside Study Area		19	187,160	89,467	0	0	0	0	0	0	0
			Total	0	19	409,486	423,282	70,300	0	0	0	0	0	0
			Diff Prop GP Bldout - Ex Us	0	19	16,592	71,539	46,118	0	0	0	0	0	0
10		Existing GP	Existing Use	0	0	0	194,938	0	0	0	0	0	0	0
			Buildout	0	0	0	602,934	0	0	0	0	0	0	0
			Difference	0	0	0	407,996	0	0	0	0	0	0	0
		Proposed GP Buildout	Study Area	0	0	0	0	0	0	0	0	0	0	0
			Outside Study Area	0	0	0	365,780	0	0	0	0	0	0	0
			Total	0	0	0	365,780	0	0	0	0	0	0	0
			Diff Prop GP Bldout - Ex Us	0	0	0	170,842	0	0	0	0	0	0	0
11	Incl. SA 4 (South side of Agoura, west of Reyes)	Existing GP	Existing Use	0	178	0	99,624	0	0	300	0	0	62,115	0
			Buildout	0	290	61,250	326,336			300	0	0	62,115	0
			Difference	0	112	61,250	226,712	0	0	0	0	0	0	0
		Proposed GP Buildout	Study Area	0	0	0	0	0	0	0	0	0	0	0
			Outside Study Area	0	290	61,250	442,555	0	0	300	0	0	62,115	0
			Total	0	290	61,250	442,555	0	0	300	0	0	62,115	0
			Diff Prop GP Bldout - Ex Us	0	112	61,250	342,931	0	0	0	0	0	0	0
12	Incl. SA's 11 and 12 (South of Agoura Rd)	Existing GP	Existing Use	64	10	0	78,895	0	0	0	0		0	0
			Buildout	117	172	75,075	438,174	0	0	0	0	0	0	0
			Difference	53	162	75,075	359,279	0	0	0	0	0	0	0
		Proposed GP Buildout	Study Area	0	10	0	79,939	0	0	0	0	0	0	0
			Outside Study Area	117	162	115,500	154,295	0	0	0	0	0	0	0
			Total	117	172	115,500	234,234	0	0	0	0	0	0	0
			Diff Prop GP Bldout - Ex Us	53	162	115,500	155,339	0	0	0	0	0	0	0
13		Existing GP	Existing Use	218	251	0	0	0	0	0	0	0	0	0
			Buildout	244	251	0	0	0	0	0	0	0	0	0
			Difference	26	0	0	0	0	0	0	0	0	0	0
		Proposed GP Buildout	Study Area	0	0	0	0	0	0	0	0	0	0	0
			Outside Study Area	244	251	0	0	0	0	0	0	0	0	0
			Total	244	251	0	0	0	0	0	0	0	0	0
			Diff Prop GP Bldout - Ex Us	26	0	0	0	0	0	0	0	0	0	0
14		Existing GP	Existing Use	233	0	0	0	0	0	0	0	0	0	0
			Buildout	233	0	0	0	0	0	0	0	0	0	0
			Difference	0	0	0	0	0	0	0	0	0	0	0
		Proposed GP Buildout	Study Area	0	0	0	0	0	0	0	0	0	0	0
			Outside Study Area	233	0	0	0	0	0	0	0	0	0	0
			Total	233	0	0	0	0	0	0	0	0	0	0
			Diff Prop GP Bldout - Ex Us	0	0	0	0	0	0	0	0	0	0	0
TOTAL CITY		Existing GP	Existing Use	5,312	2,298	1,225,113	2,333,157	844,681	4,189	519	21	47	92,011	22,000
			Buildout	5,428	2,591	2,683,912	5,280,763	2,258,973	4,189	519	21	47	92,011	22,000
			Difference	116	293	1,458,799	2,947,606	1,414,292	0	0	0	0	0	0
		Proposed GP Buildout	Study Area	0	356	707,835	1,123,081	175,443	0	0	0	0	11,476	0
			Outside Study Area	5,428	2,355	1,143,072	2,308,367	942,683	4,189	519	21	47	80,535	22,000
			Total	5,428	2,711	1,850,907	3,431,448	1,118,126	4,189	519	21	47	92,011	22,000
			Diff Prop GP Bldout - Ex Us	116	413	625,794	1,098,291	273,445	0	0	0	0	0	0

Source: City of Agoura Hills, 5-11-09.



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TRAFFIC ANALYSIS ZONES
FIGURE 1

- Future (2035) Base Conditions – Future traffic conditions without traffic growth associated with development growth consistent with the proposed General Plan. The objective of this analysis was to project future traffic growth and operating conditions that could be expected to result from regional growth and related projects in the Agoura Hills area by the year 2035.

- Future (2035) Conditions with Proposed General Plan – Future base traffic conditions plus the traffic associated with the proposed General Plan. The objective of this analysis was to forecast future traffic growth associated with development growth anticipated to occur under the proposed General Plan.

Forty-three street segments were identified, in consultation with City staff, for analysis:

1. Lake Lindero Road north of Thousand Oaks Boulevard
2. Thousand Oaks Boulevard west of Lake Lindero Road
3. Lake Lindero Road south of Thousand Oaks Boulevard
4. Reyes Adobe Road north of Thousand Oaks Boulevard
5. Thousand Oaks Boulevard west of Reyes Adobe Road
6. Thousand Oaks Boulevard east of Reyes Adobe Road
7. Reyes Adobe Road south of Thousand Oaks Boulevard
8. Kanan Road south of Fountainwood Avenue
9. Kanan Road north of Thousand Oaks Boulevard
10. Thousand Oaks Boulevard west of Kanan Road
11. Thousand Oaks Boulevard east of Kanan Road
12. Kanan Road south of Thousand Oaks Boulevard
13. Driver Avenue east of Argos Street
14. Agoura Road east of Flintlock Lane
15. Reyes Adobe Road north of Canwood Street
16. Canwood Street west of Reyes Adobe Road
17. Canwood Street east of Reyes Adobe Road
18. Reyes Adobe Road north of Agoura Road
19. Agoura Road west of Reyes Adobe Road
20. Agoura Road east of Reyes Adobe Road
21. Kanan Road south of Canwood Street East
22. Canwood Street west of Kanan Road
23. Canwood Street east of Kanan Road
24. Kanan Road north of Agoura Road
25. Agoura Road west of Kanan Road
26. Agoura Road east of Kanan Road
27. Kanan Road south of Agoura Road
28. Roadside Drive west of Lewis Road
29. Agoura Road east of Cornell Road
30. Chesebro Road north of Driver Avenue/Palo Comado Canyon Road
31. Driver Avenue west of Chesebro Road
32. Palo Comado Canyon Road east of Chesebro Road
33. Chesebro Road south of Driver Avenue/Palo Comado Canyon Road
34. Dorothy Drive between Lewis Road & US-101 SB ramps/ Chesebro Road
35. Chesebro Road south of Dorothy Drive
36. Agoura Road west of Chesebro Road
37. Palo Comado Canyon Road south of US-101
38. Chesebro Road north of Agoura Road
39. Liberty Canyon Road between US-101 NB ramps & US-101 SB ramps
40. Liberty Canyon Road north of Agoura Road
41. Agoura Road west of Liberty Canyon Road

42. Agoura Road east of Liberty Canyon Road
43. Liberty Canyon Road south of Agoura Road

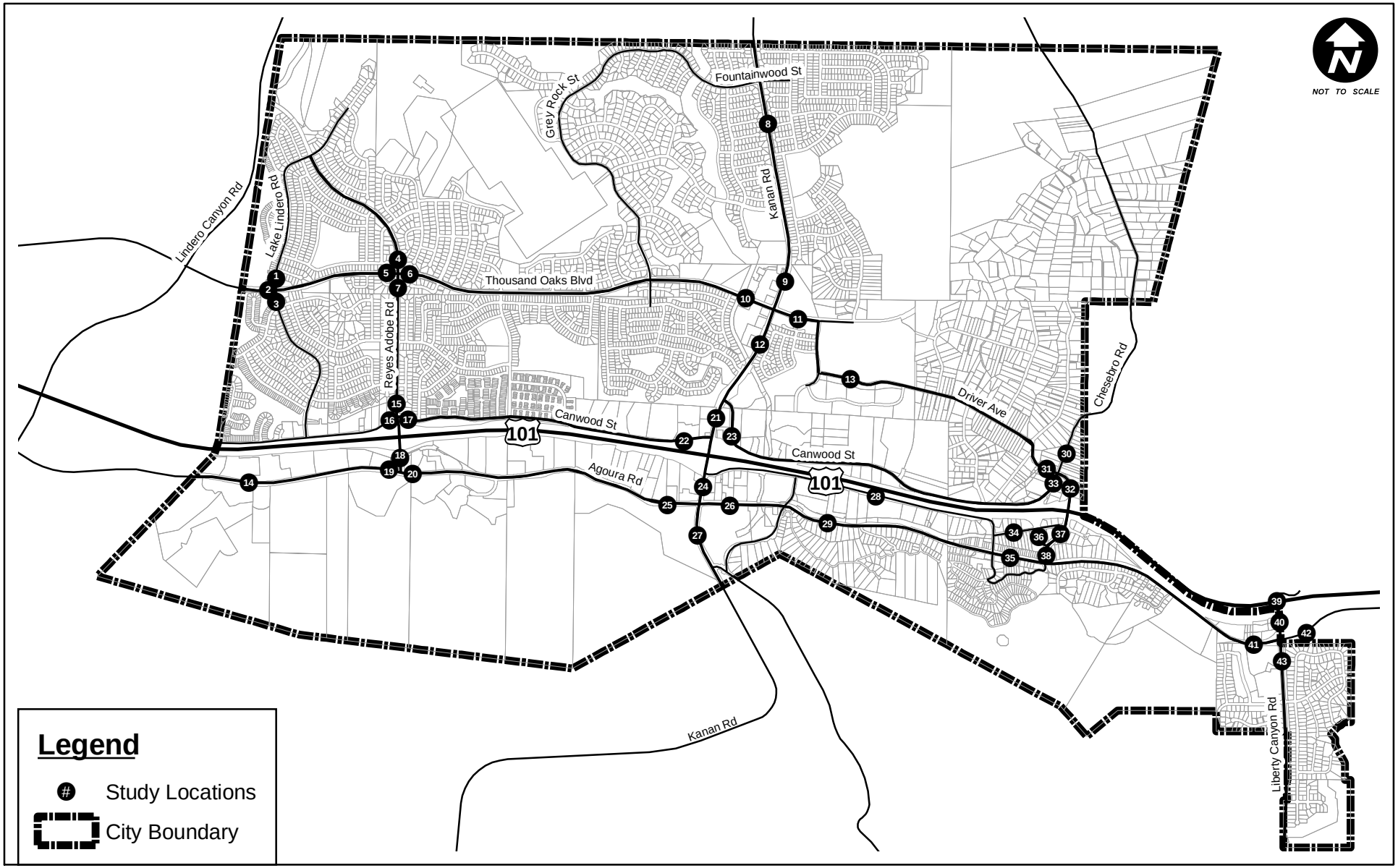
In addition to these street segments, five sections along the Ventura Freeway (US-101) were selected for analysis:

1. US-101 north of Reyes Adobe Road
2. US-101 north of Kanan Road
3. US-101 north of Chesebro Road
4. US-101 north of Liberty Canyon Road
5. US-101 south of Liberty Canyon Road

Figure 2 illustrates the locations of the analyzed street segments and freeway sections.

ORGANIZATION OF REPORT

This report is divided into six chapters, including this introduction. Chapter 2 describes the existing circulation system, traffic volumes, and traffic conditions in the study area. The methodologies used to forecast future traffic volumes are described and applied in Chapter 3. Chapter 4 presents an assessment of potential traffic impacts for the development growth anticipated under the proposed General Plan. Chapter 5 presents the results of the freeway analysis. Chapter 6 presents the alternatives to the project and their analysis. Chapter 7 presents the study conclusions.



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STUDY LOCATIONS
FIGURE 2

2. EXISTING CONDITIONS

A comprehensive data collection effort was undertaken to develop a detailed description of existing transportation conditions in the City of Agoura Hills. The assessment of conditions relevant to this study included an inventory of the street system, traffic volumes on these facilities and operating conditions at the analyzed segments.

EXISTING STREET SYSTEM

The City of Agoura Hills is bordered by the unincorporated Oak Park community of Ventura County to the north, unincorporated Los Angeles County/City of Calabasas to the east, the Santa Monica Mountains/ unincorporated Los Angeles County to the south, and City of Westlake Village to the west.

Primary regional access to the City is provided by the Ventura Freeway (US-101), which runs in an east-west direction generally through the southern portion of the City. US-101 provides access to Agoura Hills from Thousand Oaks and points north and west as well as the San Fernando Valley and points south and east. Four interchanges along US-101 provide access into the City: the Reyes Adobe Interchange, the Kanan Interchange, the Chesebro/Palo Comado Canyon Interchange, and the Liberty Canyon Interchange. Four through lanes are provided in each direction on the freeway, plus one auxiliary lane in each direction between the freeway interchanges.

Secondary regional access is provided by Kanan Road, which runs in a north-south direction providing access to Malibu to the south and Oak Park to the north; Thousand Oaks Boulevard, which runs in an east-west direction providing access to Westlake Village and Thousand Oaks to the west; and Agoura Road, which runs in an east-west direction providing access to Westlake Village to the west and Calabasas to the east.

Roadway Classification

The current Circulation Element (adopted in 1992) defines the following roadway types available in the City and is illustrated in Figure 3:

- Primary Arterials – Streets and highways that are designed to move relatively high volumes of traffic between the freeway and local circulation system. Intersections along major arterials are at-grade and typically signalized. Access from private property and collector streets is limited, as is on-street parking.

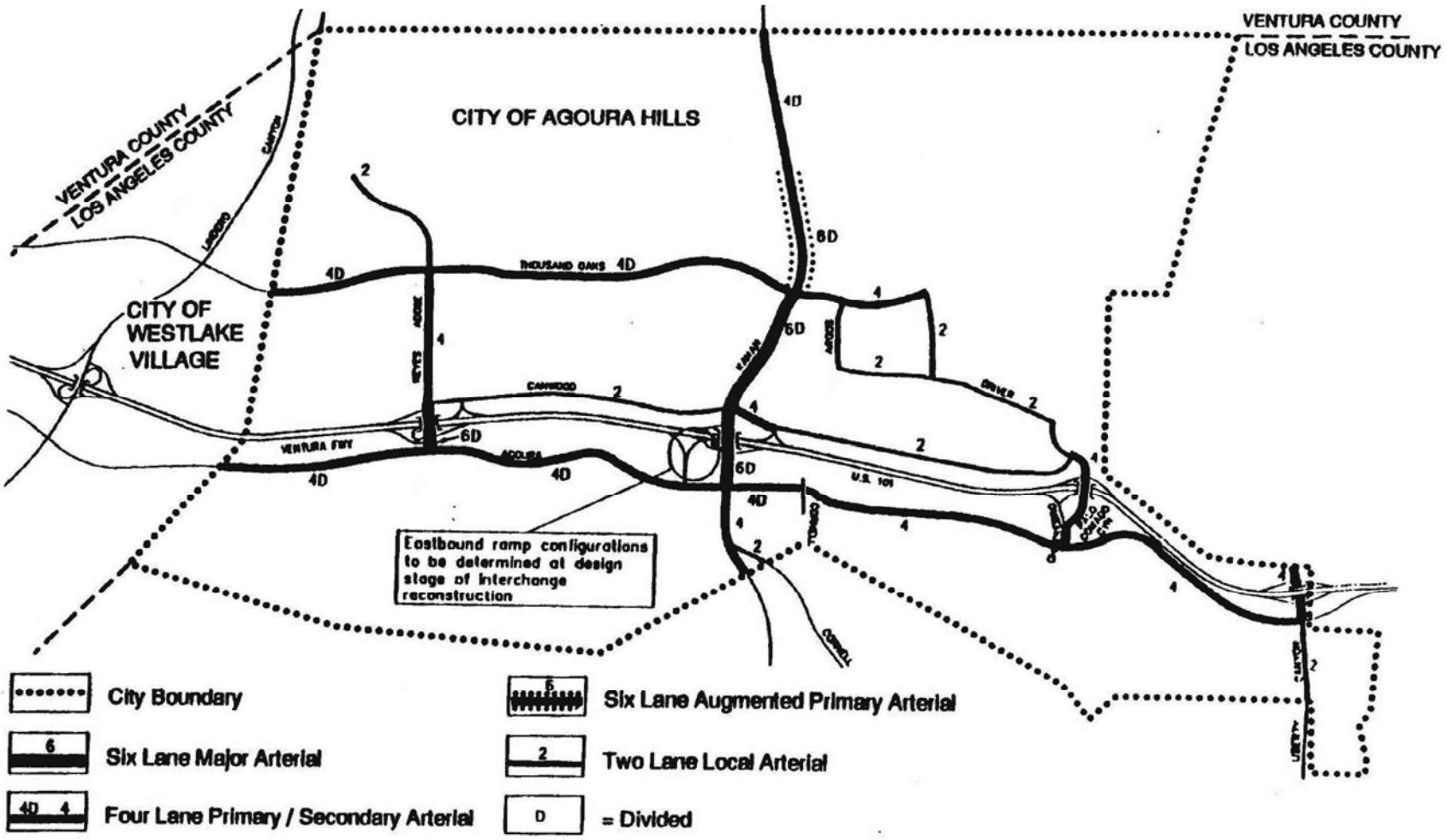
- Secondary Arterials – Streets that are similar to primary arterials, but serving a more localized function. Generally, have less access and parking restrictions and a narrower right-of-way than primary arterials.

- Collector Streets – Streets that are designed to distribute traffic from higher classified arterial streets to local access streets and adjacent properties.

- Local Streets – Streets that are designed to be low-volume and low-speed streets that provide access to individual properties. Residential streets are generally not intended to handle through traffic.

The following is a brief description of the main roadways serving the City:

- Kanan Road – Kanan Road is a north-south primary arterial. Generally two travel lanes per direction divided by a raised median are provided between the northerly city limit and just south of



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CURRENT (1992) CIRCULATION PLAN
FIGURE 3

Thousand Oaks Boulevard; as Kanan Road approaches the US-101, three lanes are provided in the southbound direction beginning at Canwood Street. Between the US-101 overpass and Agoura Road, two through travel lanes are provided in each direction. South of Agoura Road to the southerly city limit, Kanan Road provides one lane per direction. Limited access is provided to developments along this corridor and parking is prohibited along this facility. The posted speed limit is 45 mph south of Agoura Road, 35 mph between Agoura Road and Canwood Street, 40 mph between Canwood Street and Laro Drive, and 45 mph north of Laro Drive. Bicycle lanes are provided on both sides of Kanan Road between the northern city limit and Hillrise Drive.

- Agoura Road – Agoura Road is an east-west secondary arterial. Generally, one travel lane in each direction is available between the easterly city limits to just west of Kanan Road; two travel lanes in each direction are provided just west of Kanan Road to the westerly city limits. Most of the segment east of Cornell Road is rural in nature with no curb, gutter, sidewalk or street lights. Parking is permitted along this facility from Kanan Road to Cornell Road and in the Old Agoura commercial area. The posted speed limit is 45 mph. Bicycle lanes are provided on both sides of Agoura Road between the western city limit and Liberty Canyon Road.

- Thousand Oaks Boulevard – Thousand Oaks Boulevard is an east-west primary arterial. Two travel lanes are provided in each direction between the westerly city limits and just east of Kanan Road. There is limited access to developments along this corridor; parking is prohibited west of Kanan Road. The posted speed limit is 45 mph. Bicycle lanes are provided on both sides of Thousand Oaks Boulevard between the western city limit and Kanan Road. East of Kanan Road, a bike lane is provided on one side of Thousand Oaks Boulevard.

- Reyes Adobe Road – Reyes Adobe Road is a north-south secondary arterial. Two travel lanes are provided in each direction between Canwood Street and Lake Lindero Road; south of Canwood Street, one lane in each direction is provided over the US-101 overcrossing; south of US-101, two lanes are provided in each direction. There are no driveways along Reyes Adobe Road north of the US-101, and access is limited to the cross streets. Street parking is prohibited along this corridor. The posted speed limit is 40 mph. Bicycle lanes are provided on both sides of Reyes Adobe Road between Canwood Street and Lake Lindero Road.

- Canwood Street – Canwood Street is an east-west secondary arterial east of Reyes Adobe Road. One travel lane per direction is provided between Lake Lindero Road and Chesebro Road. There is access to developments along Canwood Street and on-street parking is provided west of Reyes Adobe Road; street parking is prohibited between Reyes Adobe Road and Chesebro Road. The posted speed limit is 35 mph except between Reyes Adobe Road and Chesebro Road, where it is 40 mph . Bicycle lanes are provided on both sides of Canwood Street between Lake Lindero Road and Forest Cove Lane. Due to the reconfiguration of the Kanan Road freeway interchange in 2005, Canwood Street was reconstructed and relocated 700 feet north on the east side where it intersects with Kanan Road.

- Driver Avenue – Driver Avenue is an east-west collector street. One travel lane is provided per direction between Argos Street and Chesebro Road. There is local access to the adjacent neighborhoods and on-street parking is allowed. The posted speed limit is 30 mph.

- Palo Comado Canyon Road – Palo Comado Canyon Road is a north-south secondary arterial connecting from the Driver Avenue/Chesebro Road intersection north of the US-101 freeway to Chesebro Road south of the US-101 freeway. One travel lane per direction is provided between Driver Avenue and Chesebro Road. There is limited development along Palo Comado Canyon Road and on-street parking is prohibited. The posted speed limit is 35 mph.

- Liberty Canyon Road - Liberty Canyon Road is an north-south secondary arterial between the US-101 and Agoura Road, and a collector street south of Agoura Road to Park Vista Road. One

travel lane is provided in each direction between Canwood Street and Park Vista Road. Bike lanes and street parking is permitted along both sides of the facility. The posted speed limit is 40 mph.

- Chesebro Road - Chesebro Road is an east-west collector street between Canwood Street and Palo Comado Canyon road north of the US-101 freeway and a north-south collector street between Agoura Road and the US-101 freeway eastbound on-ramp. One travel lane is provided in each direction. Sidewalk and street parking is provided on the north side of the road between Canwood Street and Palo Comado Canyon Road. Sidewalks and street parking are provided along both sides of the road south of Dorothy Drive and along the south side of the facility between Palo Comado Canyon road south of the US-101 freeway and Agoura Road. The speed limit is 45 mph along this facility.

EXISTING TRANSIT SERVICE

The Los Angeles County Metropolitan Transportation Authority (Metro) and the City of Los Angeles Department of Transportation (LADOT) provide existing regional public transit service in the City. The Metro line provides access between Thousand Oaks and the Warner Center in the west San Fernando Valley; the LADOT Commuter Express lines provide service between Downtown Los Angeles and Thousand Oaks/Newbury Park. The following transit lines serve the City of Agoura Hills:

- Metro Line 161 – Line 161 provides local service between Warner Center and Thousand Oaks. Within the City, this line generally runs along Agoura Road to Roadside Drive to Kanan Road to Thousand Oaks Boulevard. In the AM peak hour, the lines operate with 15 to 50 minute headways depending upon the direction of travel and 25 to 60 minute headways during the PM peak hour, depending upon direction of travel.

- LADOT Commuter Express 422 – CE 422 is an express commuter line that travels from Downtown Los Angeles to Thousand Oaks. Within the City limits, the line operates on US-101, Kanan Road, and Thousand Oaks Boulevard. Stops are provided locally along Kanan Road and Thousand Oaks Boulevard. During the AM and PM peak periods, this line operates on a 20-minute headway.

- LADOT Commuter Express 423 – CE 423 is an express commuter line that travels from Downtown Los Angeles to Newbury Park. Within the City limits, the line operates on US-101, Kanan Road, and Thousand Oaks Boulevard. Limited stops are provided at the US-101 park-and-ride lots and along Kanan Road and Thousand Oaks Boulevard. During the AM and PM peak periods, this line operates on 20-minute headway.

The park-and-ride lots served by the commuter express lines are located in the northwest and southeast quadrants of the US-101/Kanan Road interchange at the intersections of Kanan Road & Canwood Street and Kanan Road & Roadside Drive.

In addition to the regional transit services described above, the City of Agoura Hills operates two types of dial-a-ride service and specific shuttle services:

- Agoura Hills Dial-A-Ride (demand-responsive) – The Dial-A-Ride service provides a demand-responsive door-to-door transportation service to the general public within the city limits. Destinations in the adjacent communities of Los Angeles and Ventura counties are allowed when one end of the trip is based within city limits. This service operates on weekdays between 7:00 AM and 7:00 PM; Saturday service is provided between 9:00 AM and 5:30 PM.

- Agoura Hills Dial-A-Ride (by appointment) – The Dial-A-Ride service also provides a by-appointment transportation service to City residents only. There are several predetermined destinations available outside of the city limits. This service operates by appointment only on

Monday through Saturday , which are typically scheduled on or around 9:00 AM, 11:00 AM, 1:00 PM, 3:00 PM, and 5:00 PM.

- Summer Shuttle Express – The Summer Shuttle Express provides service in Agoura Hills during the summer season. Destinations generally include local activity centers, but are subject to change each summer season.

- Summer Beach Bus – The Summer Beach Bus provides service between Agoura Hills and local beach communities during the summer season, typically Zuma and Leo Carrillo beaches. This service operates Monday through Friday during the summer season. The bus makes four roundtrips each day.

- Ladyface Loop – The Ladyface Loop is a fixed-route service that connects Lindero Canyon Middle School, Agoura High School, the Agoura Hills Recreation Center, the Agoura Hills Library, and the Agoura Hills/Calabasas Community Center during the 3:00 PM to 4:00 PM hour.

EXISTING TRAFFIC VOLUMES AND LEVELS OF SERVICE

The following sections discuss the methodology used to analyze traffic operating conditions and present the existing peak hour traffic volumes and level of service (LOS) at each of the study segments.

Existing Traffic Volumes

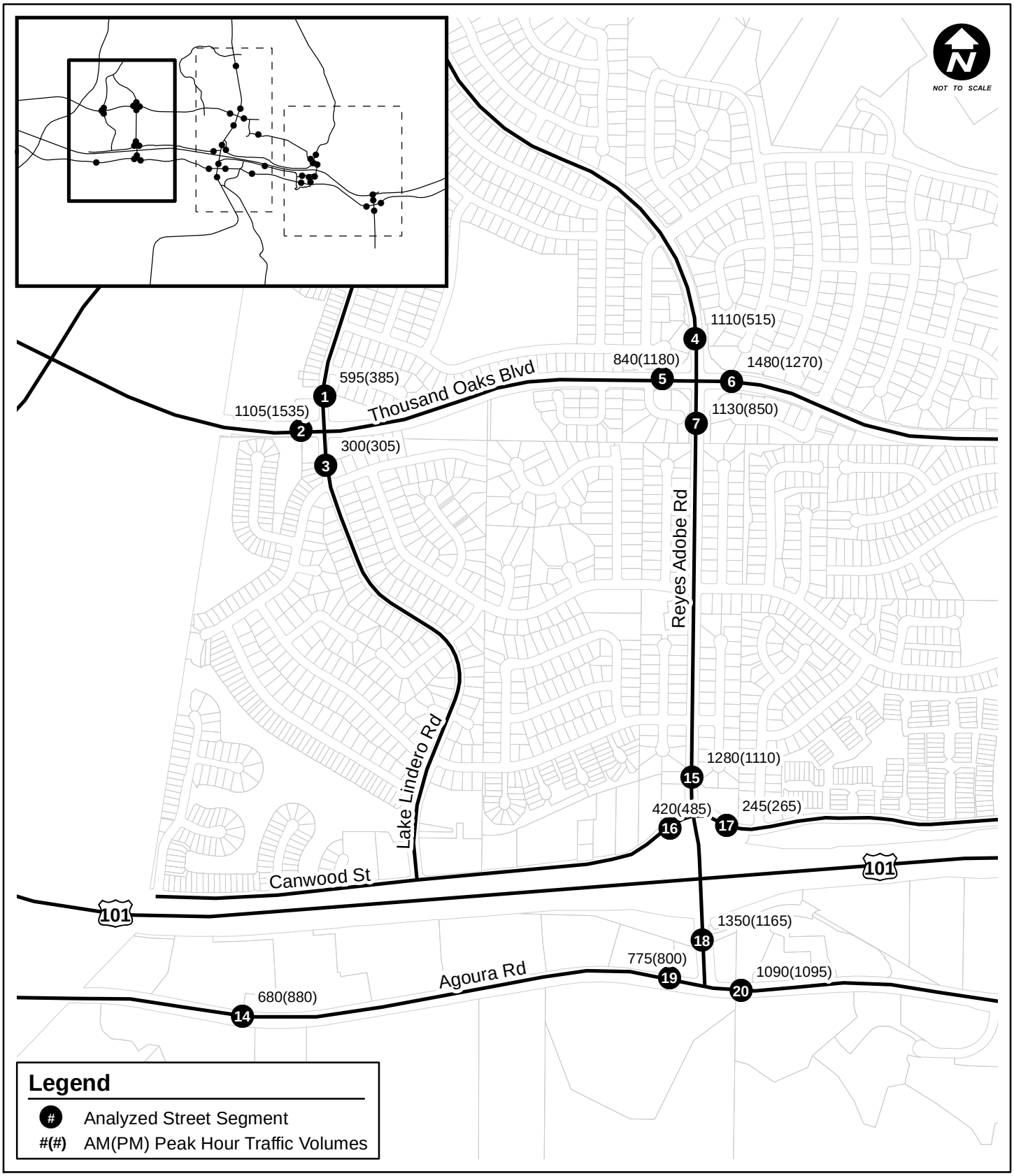
Weekday 24-hour hour traffic counts on the analyzed street segments were collected in the field in January and February 2009. Figure 4 illustrates the existing AM and PM peak hour volumes, and Figure 5 illustrates the existing average daily traffic (ADT) volumes for each study segment.

Level of Service Methodology

Traffic operations within the City of Agoura Hills are described in terms of weekday peak hour roadway segment capacities and level of service (LOS) for this study. Level of service (LOS) is a qualitative measure used to describe the operating and traffic flow conditions, ranging from excellent (LOS A) to overloaded (LOS F) conditions. A LOS C is considered a stable flow. Level of service definitions are provided in Table 2.

Roadway link analysis is typically the level of detail used in long-term programmatic analyses, such as general plans or community plans. This level of detail is consistent with identification of street system capacity from a functional class perspective. In addition, long-term land use projections evaluated as part of a general plan are traditionally not developed to the level of detail required to produce project specific intersection turning movement forecasts.

Roadway capacities can be based on daily volume thresholds that reflect travel conditions for various facility types (e.g., two-lane collectors, six-lane arterials, etc.). However, since peak hour traffic volumes are a better indication of roadway congestion during commute hours when traffic volumes are typically highest, peak hour roadway capacities were developed to reflect the roadway system within the City of Agoura Hills, and roadway operations were analyzed during the AM and PM peak hours. Roadway capacities were developed based on the concepts and procedures outlined in *Highway Capacity Manual* (Transportation Research Board, 2000 and the Florida Department of Transportation Research, 2002). Table 2 displays the peak hour service volumes for each level of service that were applied to the General Plan traffic analysis for the various roadway facility types.



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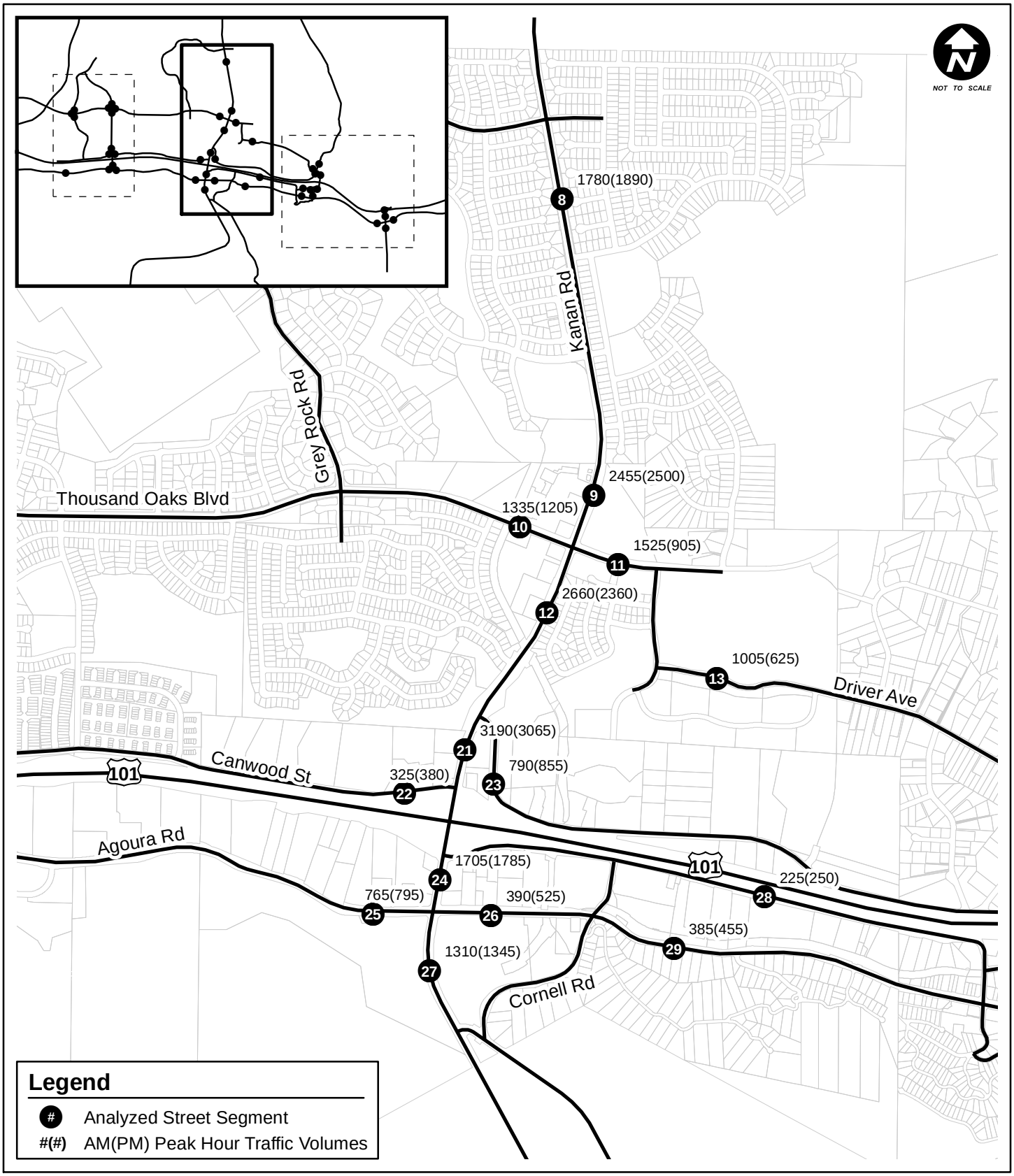
EXISTING PEAK HOUR TRAFFIC VOLUMES
FIGURE 4A



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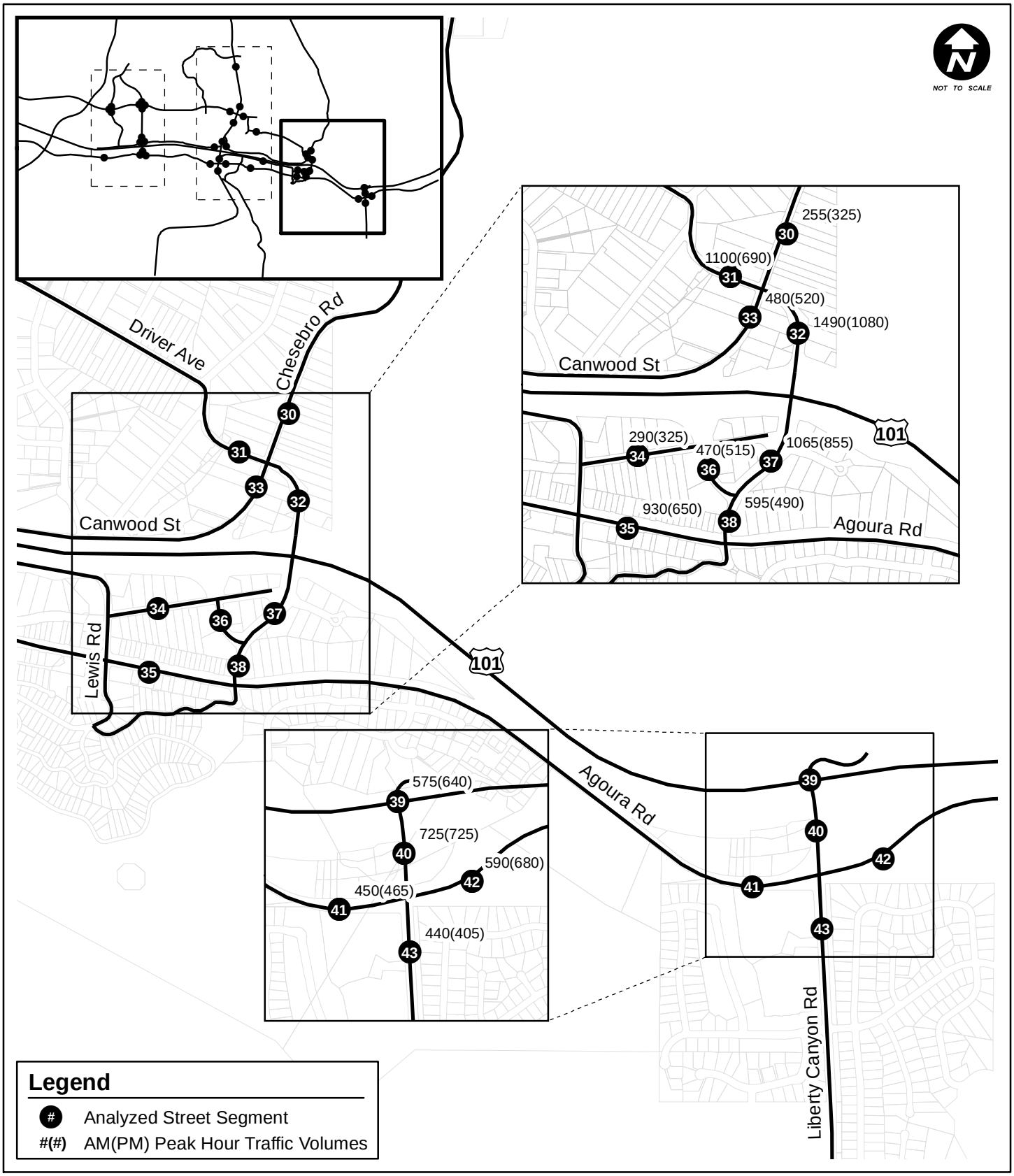
EXISTING PEAK HOUR TRAFFIC VOLUMES
FIGURE 4B



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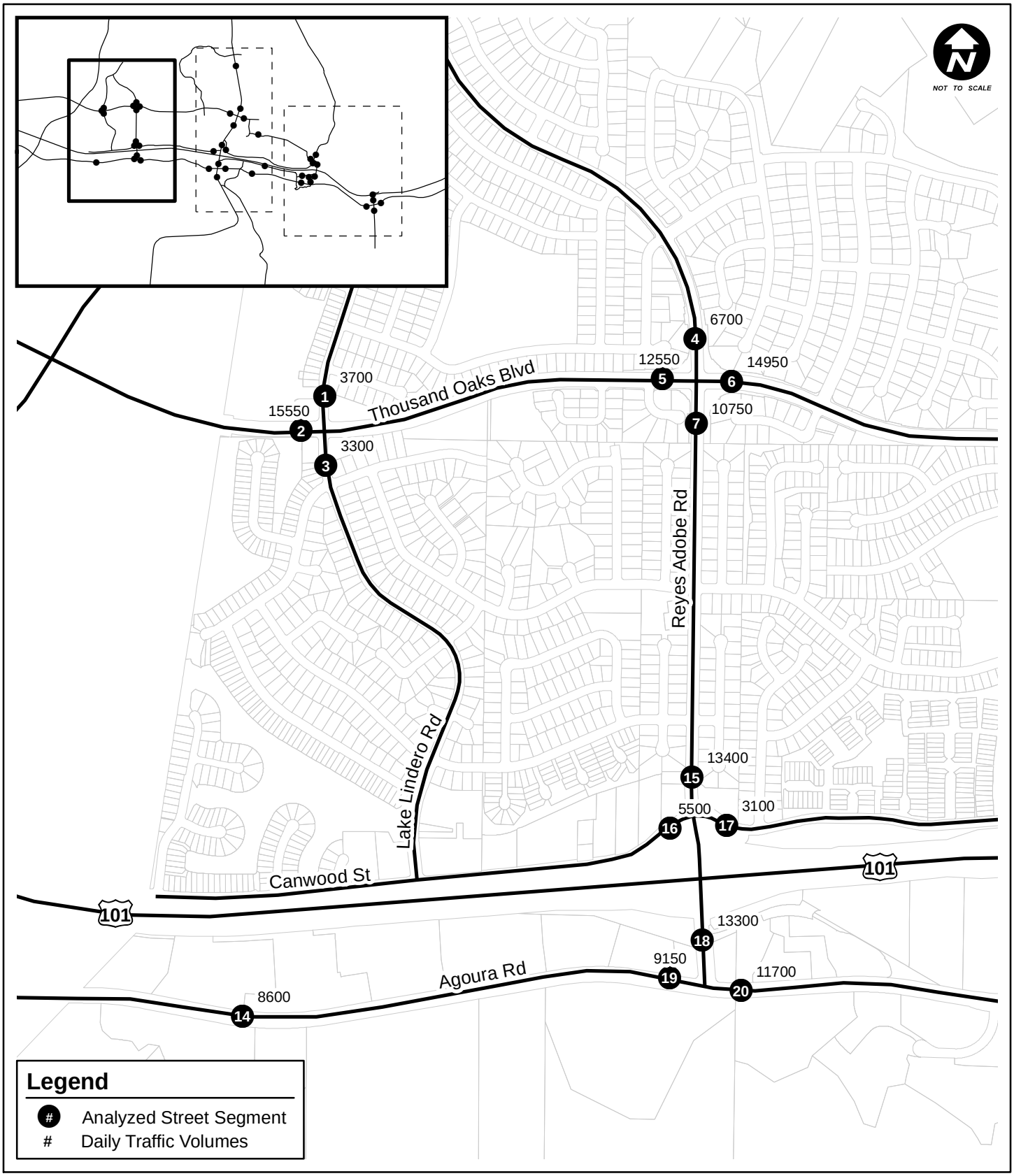
EXISTING PEAK HOUR TRAFFIC VOLUMES
FIGURE 4C



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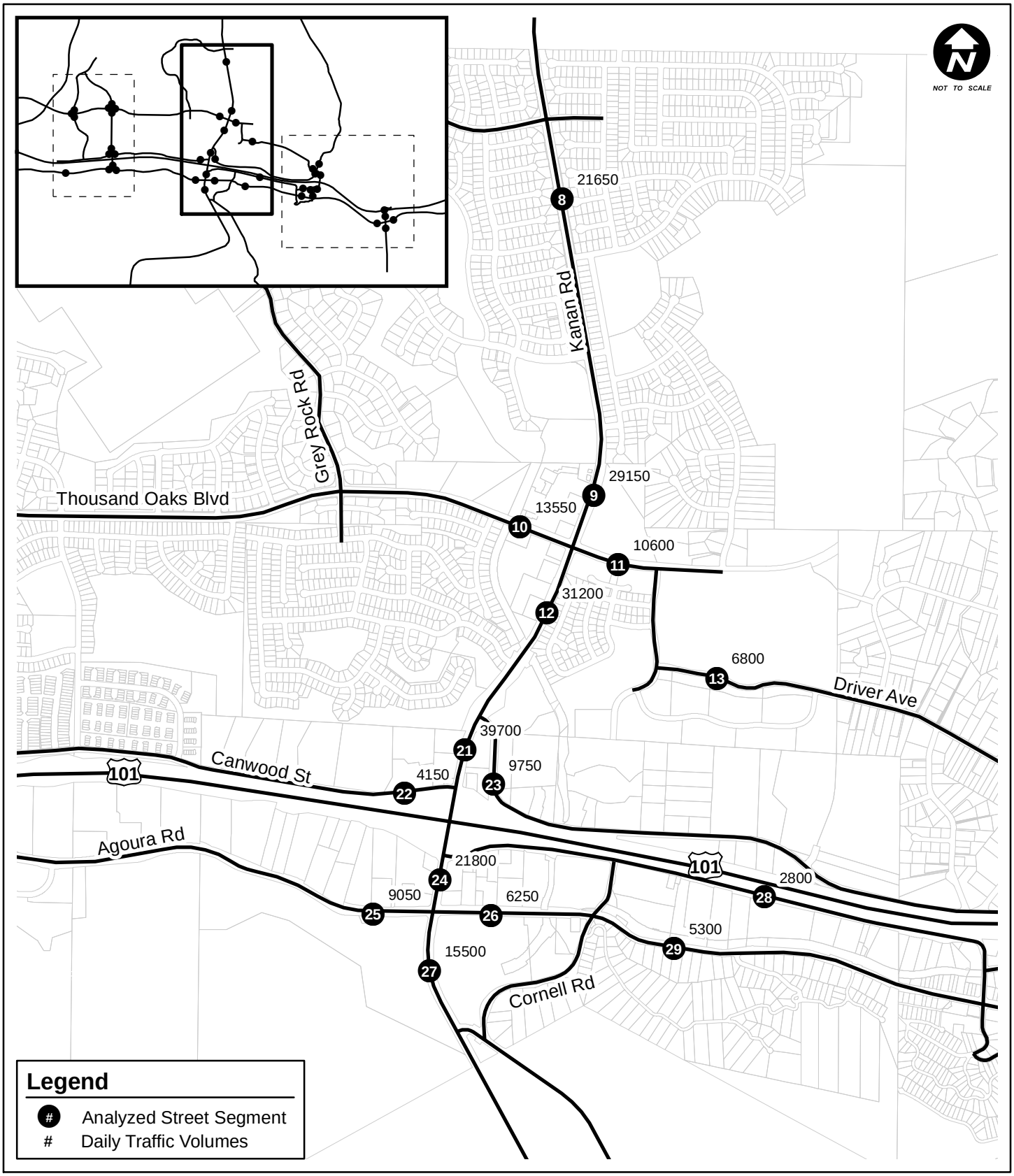
EXISTING DAILY TRAFFIC VOLUMES
FIGURE 5A



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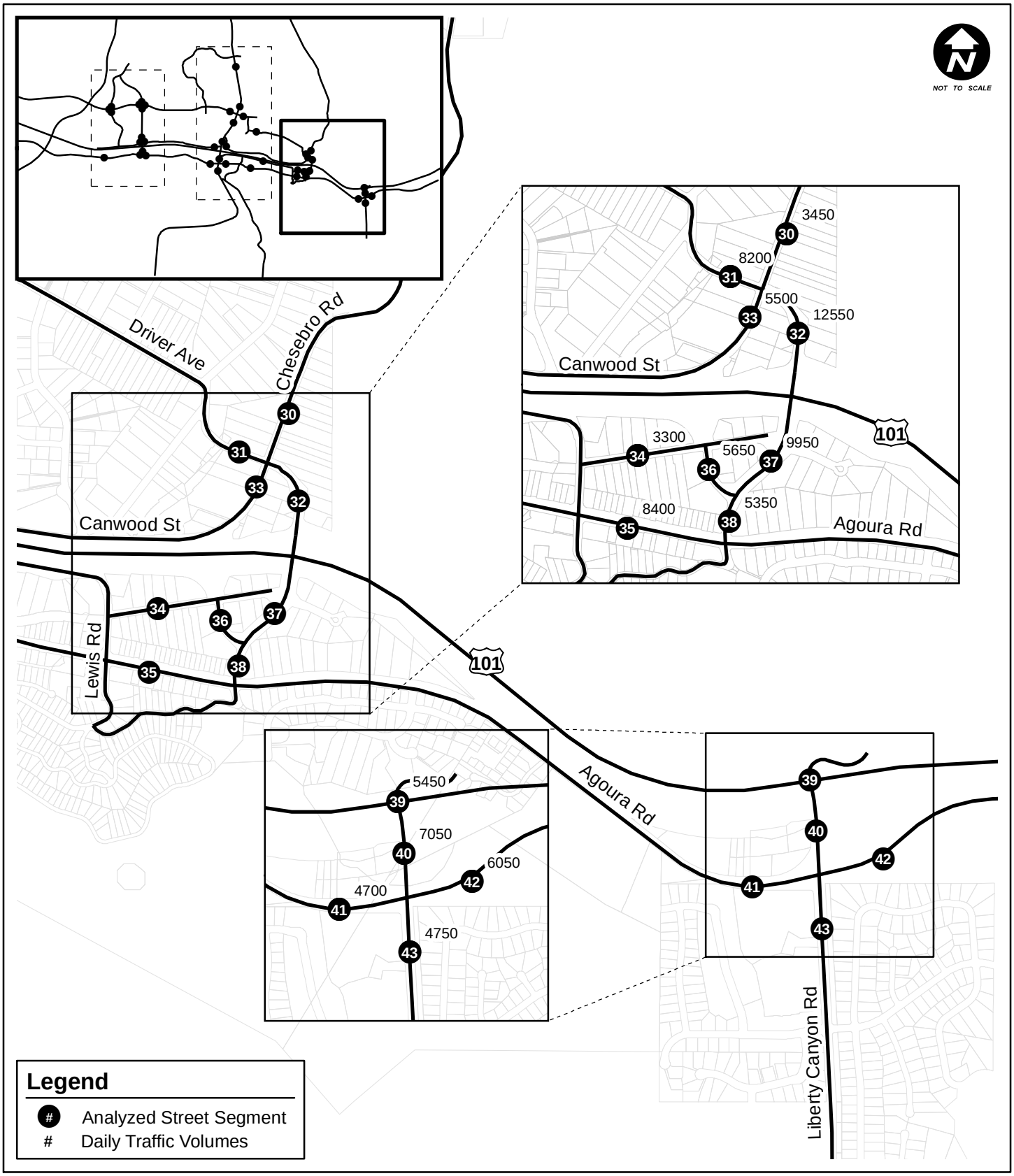
EXISTING DAILY TRAFFIC VOLUMES
FIGURE 5B



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EXISTING DAILY TRAFFIC VOLUMES
FIGURE 5C

TABLE 2
STREET SEGMENT LEVEL OF SERVICE DEFINITIONS AND DESCRIPTIONS

Roadway Class	Number of Lanes	Median Type	Service Volume Thresholds for Each Level of Service (vehicles per hour) [b]			
			C or Better	D	E	F
Collector	2	Undivided	≤ 450	≤ 950	≤ 1,200	> 1,200
Arterial	2	Undivided	≤ 870	≤ 1,390	≤ 1,480	> 1,480
	2.5[a]	Undivided	≤ 1,087	≤ 1,737	≤ 1,942	> 1,942
	4	Undivided	≤ 1,929	≤ 2,803	≤ 2,964	> 2,964
	4	Divided	≤ 2,030	≤ 2,950	≤ 3,120	> 3,120
	5	Divided	≤ 2,600	≤ 3,700	≤ 3,905	> 3,905
	6	Divided	≤ 3,170	≤ 4,450	≤ 4,690	> 4,690

Notes:

[a] Denotes three lane cross section with one through lane in each direction and a continuous two-way left-turn lane.

[b] Service volume thresholds for each level of service were derived and adapted from the Highway Capacity Manual (Transportation Research Board, 2000 and Florida Department of Transportation Research, 2002).

Level of Service	Description
A	Level-of-service A represents free flow. Individual users are virtually unaffected by the presence of others in the traffic stream. Freedom to select desired speeds and to maneuver within the traffic stream is extremely high. The general level of comfort and convenience is good.
B	Level-of-service B is in the range of stable flow, but the presence of other users in the traffic stream begins to be noticeable. Freedom to select desired speeds is relatively unaffected, but there is a slight decline in the freedom to maneuver within the traffic stream. The general level of comfort and convenience is still relatively good.
C	Level of service C is in the range of stable flow, but marks the beginning of the range of flow in which the operation of individual users becomes significantly affected by interactions with others in the traffic stream. The selection of speed is now affected by the presence of others, and maneuvering within the traffic stream requires substantial vigilance on the part of the user. The general level of comfort and convenience declines noticeably at this level.
D	Level of service D represents high-density, but stable, flow. Speed and freedom to maneuver are severely restricted, and the driver or pedestrian experiences a generally poor level of comfort and convenience. Small increases in traffic flow will generally cause operational problems at this level.
E	Level of service E represents operating conditions at or near the capacity level. All speeds are reduced to a low, but relatively uniform value. Freedom to maneuver within the traffic stream is extremely difficult, and it is generally accomplished by forcing a vehicle or pedestrian to "give way" to accommodate such maneuvers. Comfort and convenience levels are extremely poor, and driver or pedestrian frustration is generally high. Operations at this level are usually unstable, because small increases in flow or minor perturbations within the traffic stream will cause breakdowns.
F	Level of service F is used to define forced or breakdown flow. This condition exists wherever the amount of traffic approaching a point exceeds the amount that can traverse the point. Queues form behind such locations.

Existing and future (Year 2035) peak hour traffic volumes on the study roadway segments were compared to the roadway service volumes and LOS thresholds presented in Table 2 to determine the operating conditions of the roadways during the AM and PM peak hours.

Existing Levels of Service

The traffic volumes presented in Figure 4 were analyzed using the street segment analysis methodology described above to determine current operating conditions at the study segments. Table 3 summarizes the existing weekday AM and PM peak hour LOS at each of the study locations. Figures 6 and 7 illustrate the LOS at each study location during the AM and PM peak hours, respectively.

Analysis of the existing conditions indicates that 32 of the 43 street segments currently operate at LOS C or better during both peak hours. Ten of the street segments operate at LOS D during at least one of the peak hours and one location currently operates at LOS F.[1] The following 11 locations currently operate below LOS C (i.e., LOS D or worse) under existing conditions during at least one peak hour period:

1. Lake Lindero Road north of Thousand Oaks Boulevard (AM peak hour)
9. Kanan Road north of Thousand Oaks Boulevard (AM and PM peak hours)
12. Kanan Road south of Thousand Oaks Boulevard (AM and PM peak hours)
13. Driver Avenue east of Argos Street (AM peak hour)
16. Canwood Street west of Reyes Adobe Road (PM peak hour)
21. Kanan Road south of Canwood Street East (AM and PM peak hours)
27. Kanan Road south of Agoura Road (AM and PM peak hours)
31. Driver Avenue west of Chesebro Road (AM peak hour)
32. Palo Comado Canyon Road east of Chesebro Road (AM and PM peak hours)
35. Chesebro Road south of Dorothy Drive (AM peak hour)
37. Palo Comado Canyon Road south of US-101 (AM peak hour)

Of these 11 locations, one location (#32 Palo Comado Canyon Road east of Chesebro Road) currently operates at LOS F during the AM peak hour. The remaining 10 locations currently operate at LOS D.

[1] For the purposes of counting the number of deficient locations, only the worst performing peak period is counted (i.e., if a segment operates at LOS C or better in the AM peak and LOS E in the PM peak, it is counted as operating at LOS E).

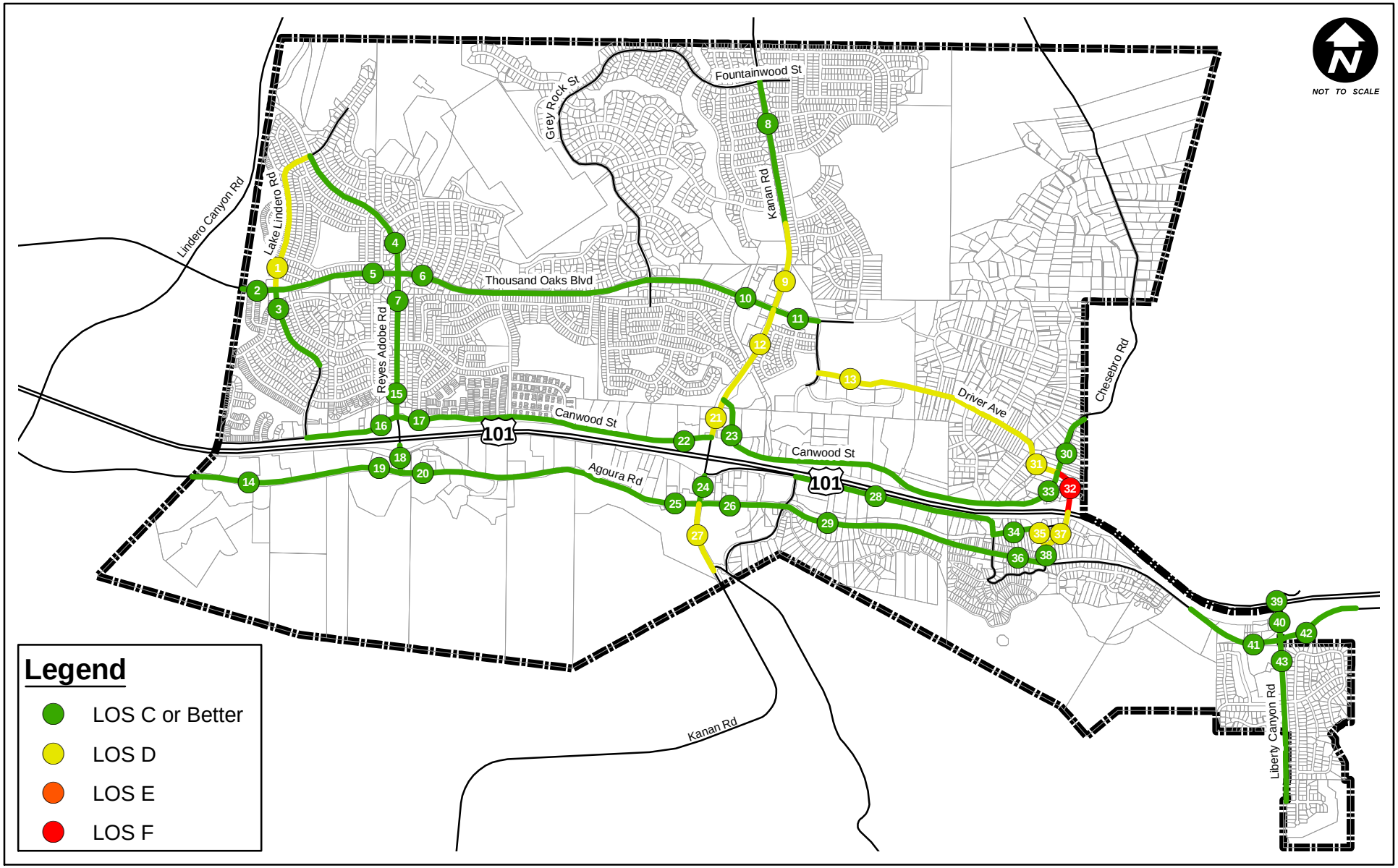
TABLE 3
EXISTING PEAK HOUR LEVELS OF SERVICE

	Street Segment	Classification	# of Lanes	Peak Hour	Volume	LOS
1	Lake Lindero Rd *n/o Thousand Oaks Bl*	Collector	2U 2U	AM PM	595 385	D C or better
2	Thousand Oaks Blvd *w/o Lake Lindero Rd*	Arterial	4D 4D	AM PM	1,105 1,535	C or better C or better
3	Lake Lindero Rd *s/o Thousand Oaks Bl*	Collector	2U 2U	AM PM	300 305	C or better C or better
4	Reyes Adobe Rd *n/o Thousand Oaks Bl*	Arterial	4U 4U	AM PM	1,110 515	C or better C or better
5	Thousand Oaks Blvd *w/o Reyes Adobe Rd*	Arterial	4D 4D	AM PM	840 1,180	C or better C or better
6	Thousand Oaks Blvd *e/o Reyes Adobe Rd*	Arterial	4D 4D	AM PM	1,480 1,270	C or better C or better
7	Reyes Adobe Rd *s/o Thousand Oaks Bl*	Arterial	4U 4U	AM PM	1,130 850	C or better C or better
8	Kanan Rd *s/o Fountainwood St*	Arterial	4D 4D	AM PM	1,780 1,890	C or better C or better
9	Kanan Rd *n/o Thousand Oaks Bl*	Arterial	4D 4D	AM PM	2,455 2,500	D D
10	Thousand Oaks Blvd *w/o Kanan Rd*	Arterial	4D 4D	AM PM	1,335 1,205	C or better C or better
11	Thousand Oaks Blvd *e/o Kanan Rd*	Arterial	4D 4D	AM PM	1,525 905	C or better C or better
12	Kanan Rd *s/o Thousand Oaks Bl*	Arterial	4D 4D	AM PM	2,660 2,360	D D
13	Driver Ave *e/o Argos St*	Arterial	2U 2U	AM PM	1,005 625	D C or better
14	Agoura Rd *e/o Flintock Ln*	Arterial	4D 4D	AM PM	680 880	C or better C or better
15	Reyes Adobe Rd *n/o Canwood St*	Arterial	4U 4U	AM PM	1,280 1,110	C or better C or better
16	Canwood St *w/o Reyes Adobe Rd*	Collector	2U 2U	AM PM	420 485	C or better D
17	Canwood St *e/o Reyes Adobe Rd*	Arterial	2U 2U	AM PM	245 265	C or better C or better
18	Reyes Adobe Rd *n/o Agoura Rd*	Arterial	4D 4D	AM PM	1,350 1,165	C or better C or better
19	Agoura Rd *w/o Reyes Adobe Rd*	Arterial	4D 4D	AM PM	775 800	C or better C or better
20	Agoura Rd *e/o Reyes Adobe Rd*	Arterial	4D 4D	AM PM	1,090 1,095	C or better C or better
21	Kanan Rd *s/o Canwood St E*	Arterial	5D 5D	AM PM	3,190 3,065	D D
22	Canwood St *w/o Kanan Rd*	Arterial	2U 2U	AM PM	325 380	C or better C or better

TABLE 3 (Continued)
EXISTING PEAK HOUR LEVELS OF SERVICE

	Street Segment	Classification	# of Lanes	Peak Hour	Volume	LOS
23	Canwood St *e/o Kanan Rd*	Arterial	2U 2U	AM PM	790 855	C or better C or better
24	Kanan Rd *n/o Agoura Rd*	Arterial	4D 4D	AM PM	1,705 1,785	C or better C or better
25	Agoura Rd *w/o Kanan Rd*	Arterial	2U 2U	AM PM	765 795	C or better C or better
26	Agoura Rd *e/o Kanan Rd*	Arterial	2U 2U	AM PM	390 525	C or better C or better
27	Kanan Rd *s/o Agoura Rd*	Arterial	2U 2U	AM PM	1,310 1,345	D D
28	Roadside Dr *w/o Lewis Rd*	Collector	2U 2U	AM PM	225 250	C or better C or better
29	Agoura Rd *e/o Cornell Rd*	Arterial	2U 2U	AM PM	385 455	C or better C or better
30	Chesebro Rd *n/o Driver Av*	Collector	2U 2U	AM PM	255 325	C or better C or better
31	Driver Ave *w/o Chesebro Rd*	Arterial	2U 2U	AM PM	1,100 690	D C or better
32	Palo Comado Canyon *e/o Chesebro Rd*	Arterial	2U 2U	AM PM	1,490 1,080	F D
33	Chesebro Rd *s/o Driver Ave*	Arterial	2U 2U	AM PM	480 520	C or better C or better
34	Dorothy Dr *between Lewis Rd & US-101 SB*	Collector	2U 2U	AM PM	290 325	C or better C or better
35	Chesebro Rd *s/o Dorothy Dr*	Arterial	2U 2U	AM PM	930 650	D C or better
36	Agoura Rd *w/o Chesebro Rd*	Arterial	2U 2U	AM PM	470 515	C or better C or better
37	Palo Comado Canyon *s/o Dorothy Dr*	Arterial	2U 2U	AM PM	1,065 855	D C or better
38	Chesebro Rd *n/o Agoura Rd*	Arterial	2U 2U	AM PM	595 490	C or better C or better
39	Liberty Canyon Rd *between US-101 NB & SB ramps*	Arterial	2U 2U	AM PM	575 640	C or better C or better
40	Liberty Canyon Rd *n/o Agoura Rd*	Arterial	2U 2U	AM PM	725 725	C or better C or better
41	Agoura Rd *w/o Liberty Canyon Rd*	Arterial	2U 2U	AM PM	450 465	C or better C or better
42	Agoura Rd *e/o Liberty Canyon Rd*	Arterial	2U 2U	AM PM	590 680	C or better C or better
43	Liberty Canyon Rd *s/o Agoura Rd*	Arterial	2U 2U	AM PM	440 405	C or better C or better

Notes:
2U = two-lane undivided
4U = four-lane undivided
4D = four-lane divided
5D = five-lane divided (three in one direction; two in other direction)



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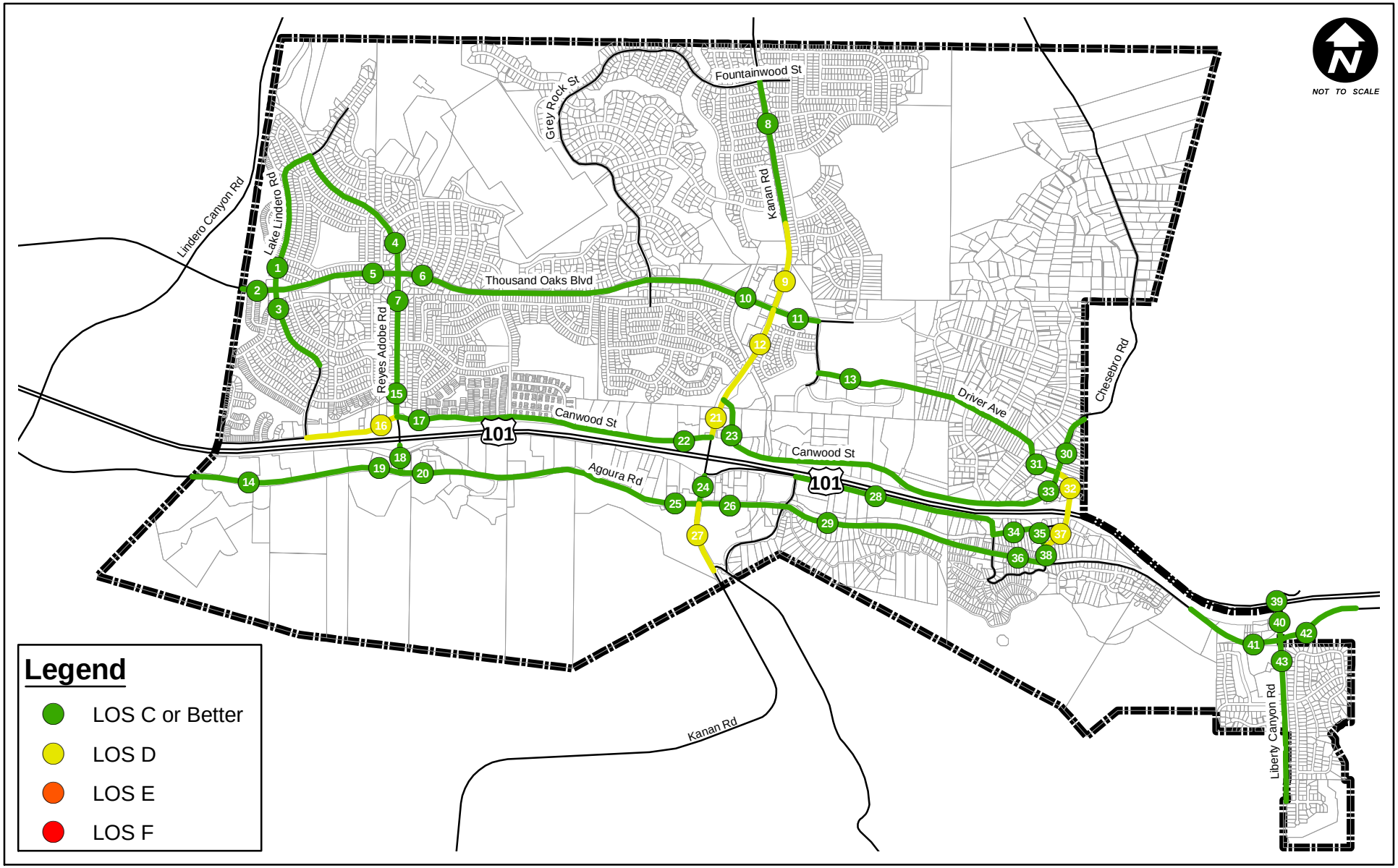
EXISTING LEVEL OF SERVICE - AM PEAK HOUR
FIGURE 6



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EXISTING LEVEL OF SERVICE - PM PEAK HOUR
FIGURE 7

3. FUTURE TRAFFIC PROJECTIONS

Estimates of future traffic conditions both without and with the proposed General Plan were necessary to evaluate the potential impacts of development anticipated under the proposed Plan on the local street system. The cumulative base traffic scenario represents future traffic conditions without growth anticipated under the proposed Plan, while the future plus General Plan represents future traffic conditions with the growth anticipated under the proposed Plan. Year 2035 was used as the horizon year for this analysis.

FUTURE BASE TRAFFIC PROJECTIONS

The cumulative base traffic projections reflect growth in traffic over existing conditions from two sources. The first source is the ambient growth in traffic. Ambient growth reflects increases in traffic passing through the City as a result of general regional growth and development. The second source is growth due to traffic generated by known specific development projects near the City. The cumulative base projections do not include trips generated by future development within the City of Agoura Hills; such traffic is included in the proposed General Plan scenario described later in this chapter. The methods and assumptions used to develop the cumulative base traffic projections are described in more detail below.

Background Regional Traffic Growth

Existing traffic is expected to increase between year 2009 and year 2035 as a result of general areawide and regional growth and development. Based on a review of the growth projections from the Southern California Association of Governments (SCAG) regional transportation demand forecasting model (TDFM), the average annual growth rate in the Agoura Hills sub-area over the duration of this analysis is estimated to be approximately 0.75% per year.

The SCAG TDFM takes into account the regional growth and development projected within the entire southern California area. While the TDFM encompasses the projected growth of the entire region, this analysis focused on the growth affecting the Agoura Hills sub-area of the TDFM. The areawide growth rate utilized in this analysis represents the growth that is projected outside of the immediate Agoura Hills city limits, but includes neighboring communities, such as Calabasas, Westlake Village, and Oak Park.

For the purposes of this analysis, the areawide growth rate described above was applied only to regional through trips in the Agoura Hills area. The regional through trips, in this analysis, are the component of the total area traffic that is regionally-generated without an origin or destination inside the City limits. Trips with either an origin or destination in Agoura Hills are local in nature and not considered as a regional through trip.

The SCAG TDFM was utilized to estimate the portion of traffic on the freeway and street network that is regional versus the portion that is local. Due to the nature of the Agoura Hills roadway system, regional through trips are generally confined to the major travel routes, including the US 101 freeway, Kanan Road and Thousand Oaks Boulevard. Based on the model, it was estimated that the percent of traffic that is regional pass-through on these facilities is as follows: Thousand Oaks Boulevard – 10%; Kanan Road north of Thousand Oaks Boulevard – 70%; Kanan Road, US-101 interchange to Thousand Oaks Boulevard – 40%, Kanan Road south of US-101 – 75%; and US 101 freeway – 85%.

In developing the future traffic projections, the background regional growth rate was only applied to the portion of traffic on the arterials that are estimated to be regional through trips.

Related Projects Traffic Generation and Assignment

Future base traffic forecasts include the effects of specific projects, called cumulative or related projects, expected to be implemented in the vicinity of the City. The list of related projects was developed with assistance from City staff. In the context of this analysis, these cumulative projects represent the anticipated developments outside of the City limits.

Table 4 summarizes the trip generation estimates for the cumulative projects. The locations of the projects are illustrated on Figure 8. Where available, the trip estimates were taken from previous environmental studies; otherwise, estimates were calculated using the trip generation rates contained in *Trip Generation, 8th Edition* (Institute of Transportation Engineers, 2008). Table 4 shows that the four cumulative projects would generate a combined projected total of approximately 10,900 daily trips. Approximately 1,400 vehicles per hour (vph) are estimated to travel during the weekday AM peak hour, and 975 vph would travel during the weekday PM peak hour.

Using the trip generation estimates and trip distribution patterns dependent on the type and density of the proposed land use, the geographic distribution of population from which the employees and potential patrons of proposed commercial projects could be drawn, the geographic distribution of employment and activity centers to which residents of proposed residential projects could be attracted, and the location of the projects in relation to the surrounding street system, traffic expected to be generated by the identified cumulative projects was assigned to the street network. These cumulative project only traffic volumes were then added to the existing traffic volumes after the adjustment for background regional traffic growth to represent future base conditions (i.e., future conditions without the proposed General Plan).

Figure 9 illustrates the projected future base traffic conditions for the weekday AM and PM peak hours in 2035 and Figure 10 illustrates the future base daily traffic volumes.

PROPOSED GENERAL PLAN TRAFFIC VOLUMES

Traffic generation estimates for the proposed General Plan involves the use of a three-step process consisting of traffic generation, trip distribution, and traffic assignment.

Trip Generation

Two sources were utilized for the development of trip generation estimates for the land use growth anticipated under the proposed General Plan: *Trip Generation*, *8th Edition* (Institute of Transportation Engineers [ITE], 2008) and the Agoura Village Specific Plan. The application of these sources was dependent upon the land uses projected in each TAZ. In those TAZs (TAZs 8, 9, 11, and 12) that indicate development through both the General Plan and the Agoura Village Specific Plan (AVSP), trip generation estimates for the Agoura Village land uses were obtained from the AVSP. Trip generation for the remaining land uses was developed using the ITE rates shown in Table 5.

Table 6 summarizes the trip generation estimates for the land use growth anticipated under the proposed General Plan. The land use growth anticipated under the proposed General Plan in total is estimated to generate an increase of approximately 45,300 weekday trips, including about 3,025 weekday AM peak hour trips and 4,775 weekday PM peak hour trips.

Trip Reduction Credits

Several trip reduction credits were applied in this analysis: internal capture, pass-by, and transportation demand management (TDM). The trip credits were applied to the appropriate land use in each TAZ, where applicable.

TABLE 4
CUMULATIVE PROJECTS LOCATED OUTSIDE OF AGOURA HILLS
APPROVED OR PENDING APPROVAL (NOT YET CONSTRUCTED)

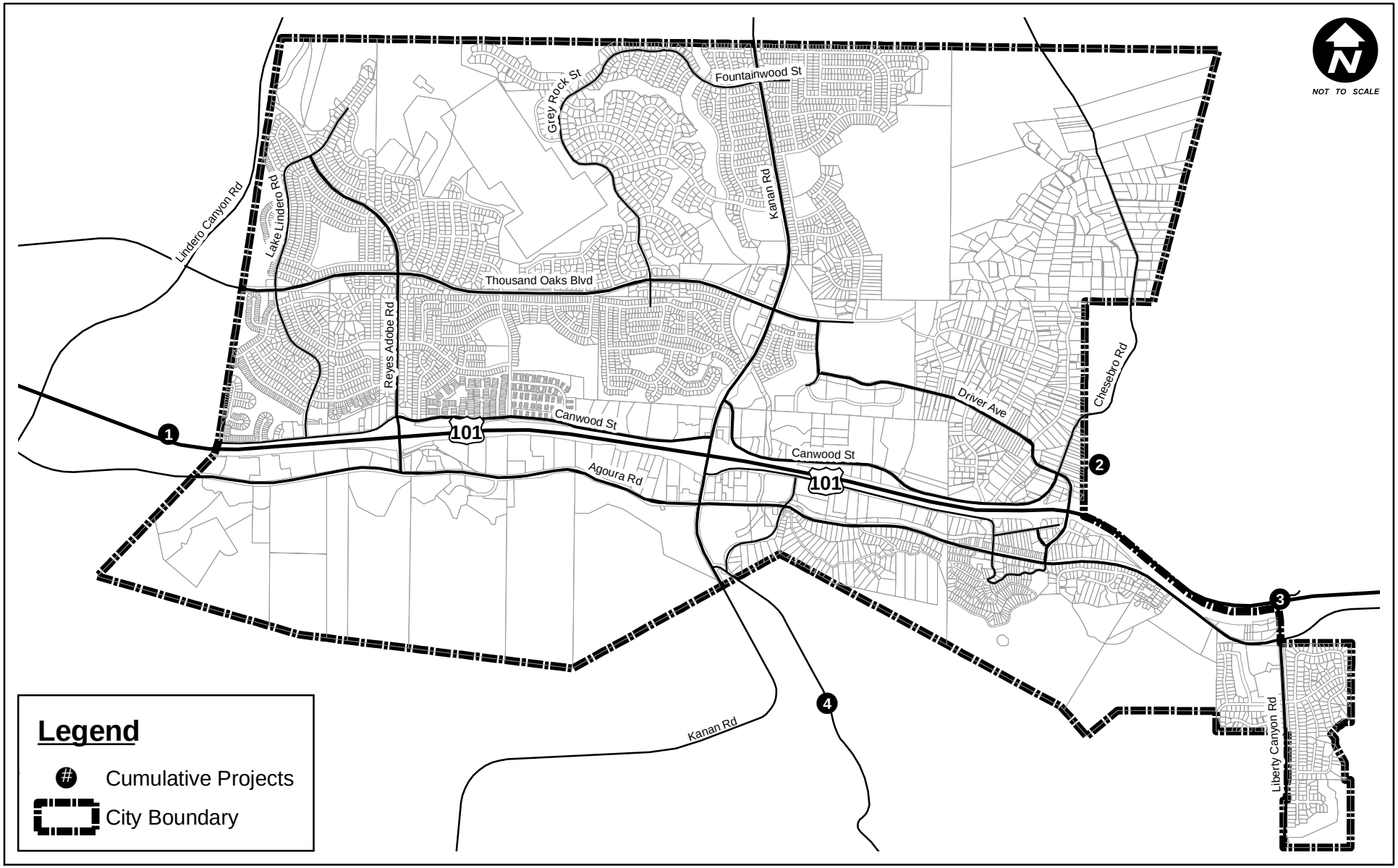
Related Project & Land Uses	Size	ITE Code	Trip Generation						
			Daily	AM Peak Hour			PM Peak Hour		
				In	Out	Total	In	Out	Total
1. OPUS West - Russell Ranch [a]									
Office	361.0 ksf	710	3,975	495	65	560	90	445	535
Adjustment			*(100)*	*(15)*	*0*	*(15)*	*0*	*(50)*	*(50)*
Retail	8.0 ksf	820	345	5	5	10	15	15	30
Adjustment			*(25)*	*0*	*0*	*0*	*(5)*	*0*	*(5)*
Restaurant	21.0 ksf	931	1,890	10	10	20	105	50	155
Adjustment			*(50)*	*0*	*0*	*0*	*(20)*	*0*	*(20)*
Fitness Center	45.0 ksf	492	1,480	25	35	60	95	90	185
Adjustment			*(100)*	*0*	*(15)*	*(15)*	*(25)*	*0*	*(25)*
Russell Ranch Subtotal			***7,415***	***520***	***100***	***620***	***255***	***550***	***805***
2. Heschel West School [b]									
K-8 Students	660 students	n/a	2,231	382	265	647	0	40	40
Pre-school Students	90 students	n/a	407	39	34	73	18	21	39
Heschel West School Subtotal			***2,638***	***421***	***299***	***720***	***18***	***61***	***79***
3. Minder-Saratoga [c]									
Single-Family Residential	23 units	210	220	4	13	17	14	9	23
Saratoga			***220***	***4***	***13***	***17***	***14***	***9***	***23***
4. Triangle Ranch [c]									
Single-Family Residential	66 units	210	632	12	38	50	42	25	67
Triangle Ranch Subtotal			***632***	***12***	***38***	***50***	***42***	***25***	***67***
Total			**10,905**	**957**	**450**	**1,407**	**329**	**645**	**974**

Notes:

[a] - Land use and trip generation data from the *OPUS West Russell Ranch Project FEIR* (City of Westlake Village, 2007).

[b] - Land use and trip generation data from *Revised Draft Environmental Impact Report - Heschel West School* (Los Angeles County Department of Regional Planning, 2005).

[c] - Land use data provided by City of Agoura Hills. Trip generation prepared with ITE 8th Edition rates.



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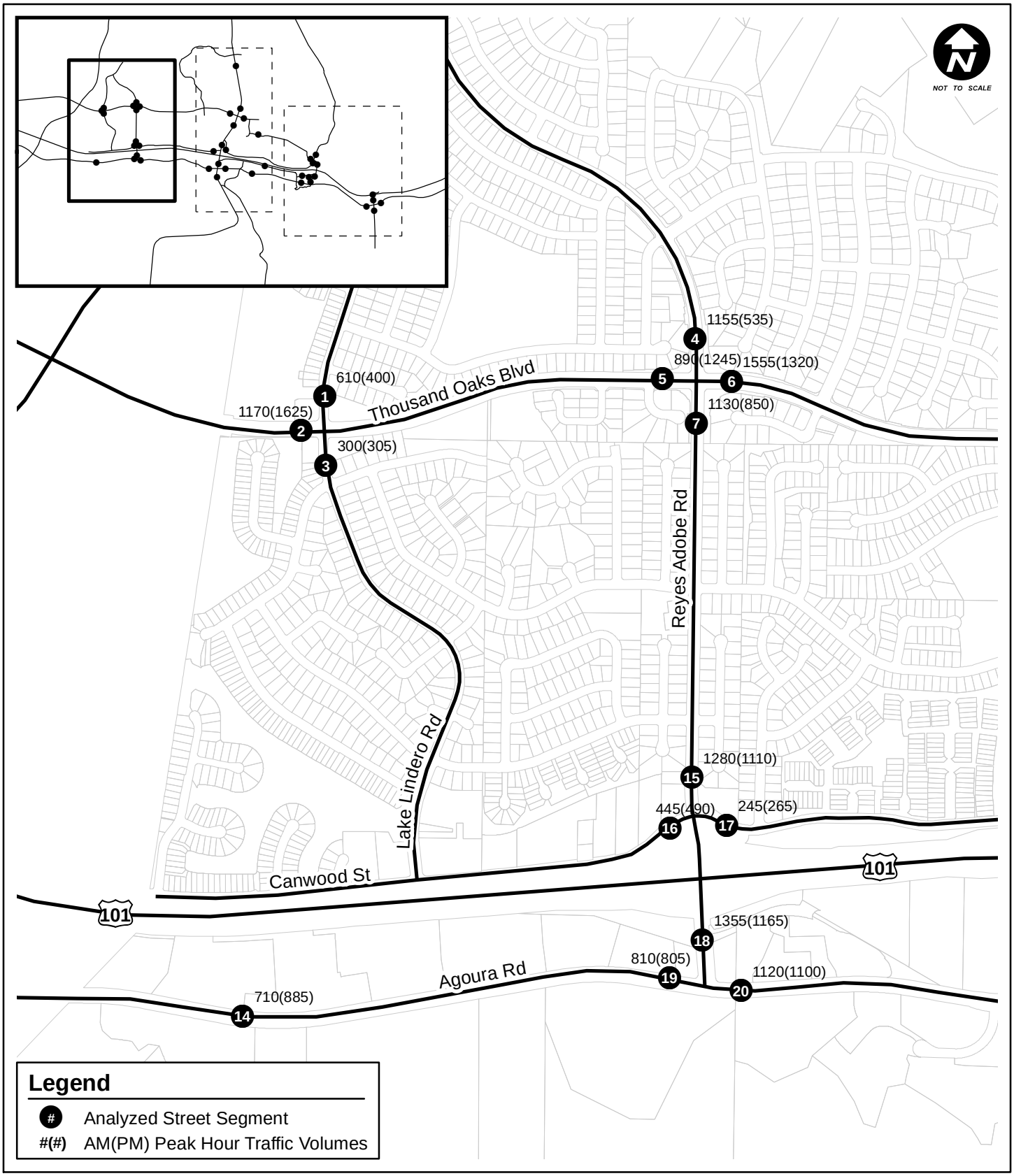
CUMULATIVE PROJECTS OUTSIDE OF AGOURA HILLS
FIGURE 8



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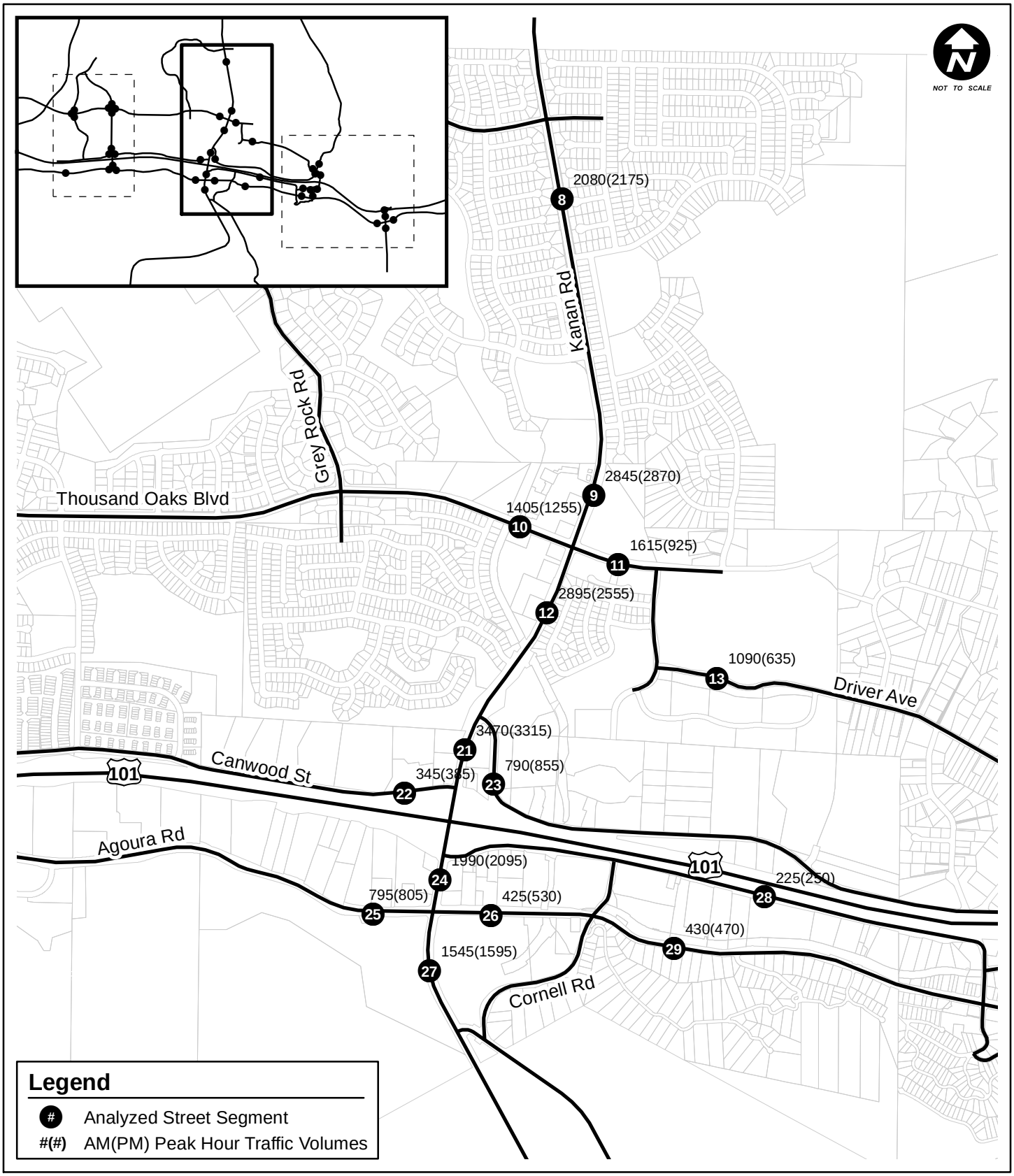
YEAR 2035 BASE PEAK HOUR TRAFFIC VOLUMES
FIGURE 9A



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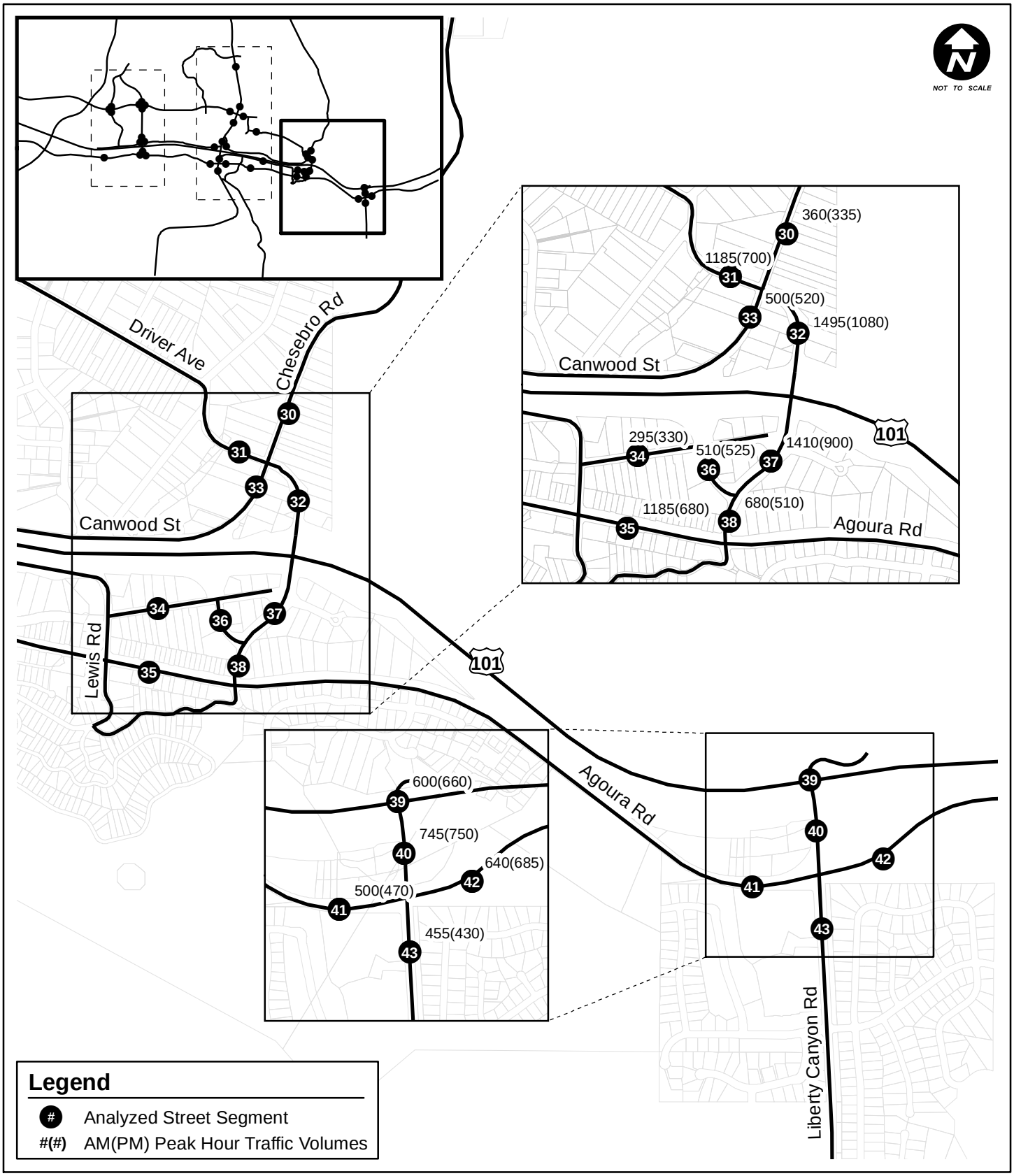
YEAR 2035 BASE PEAK HOUR TRAFFIC VOLUMES
FIGURE 9B



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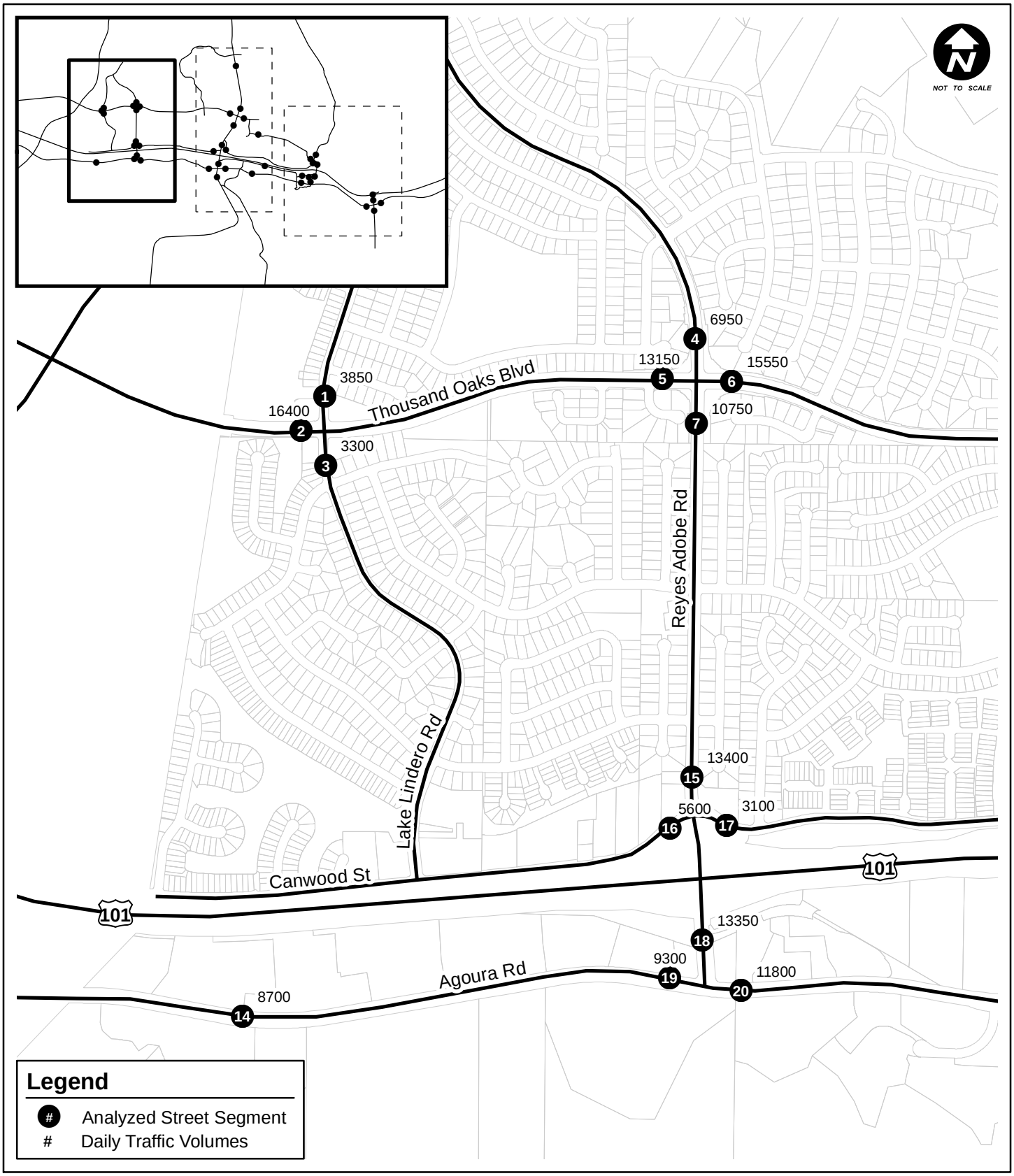
YEAR 2035 BASE PEAK HOUR TRAFFIC VOLUMES
FIGURE 9C



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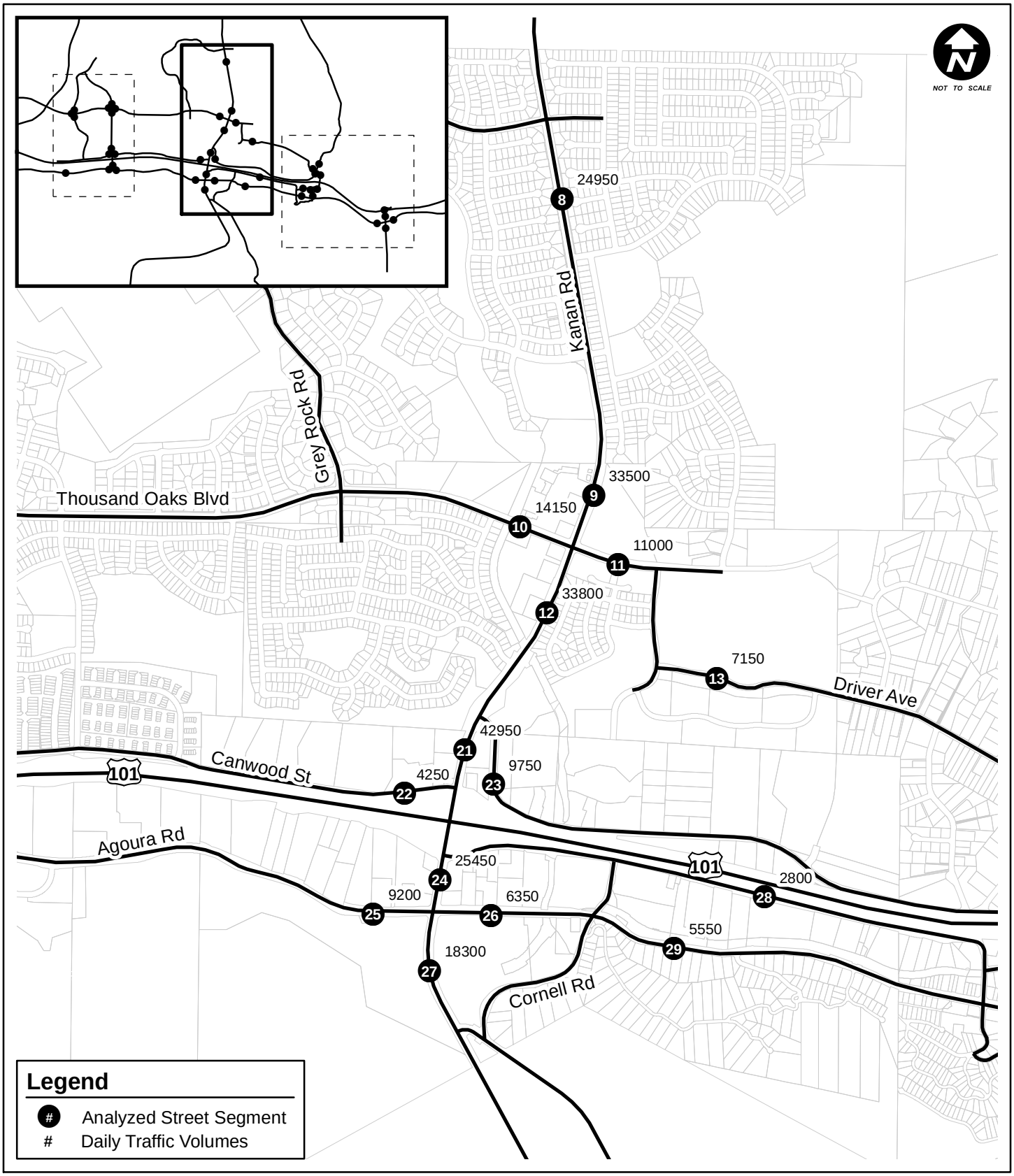
YEAR 2035 BASE DAILY TRAFFIC VOLUMES
FIGURE 10A



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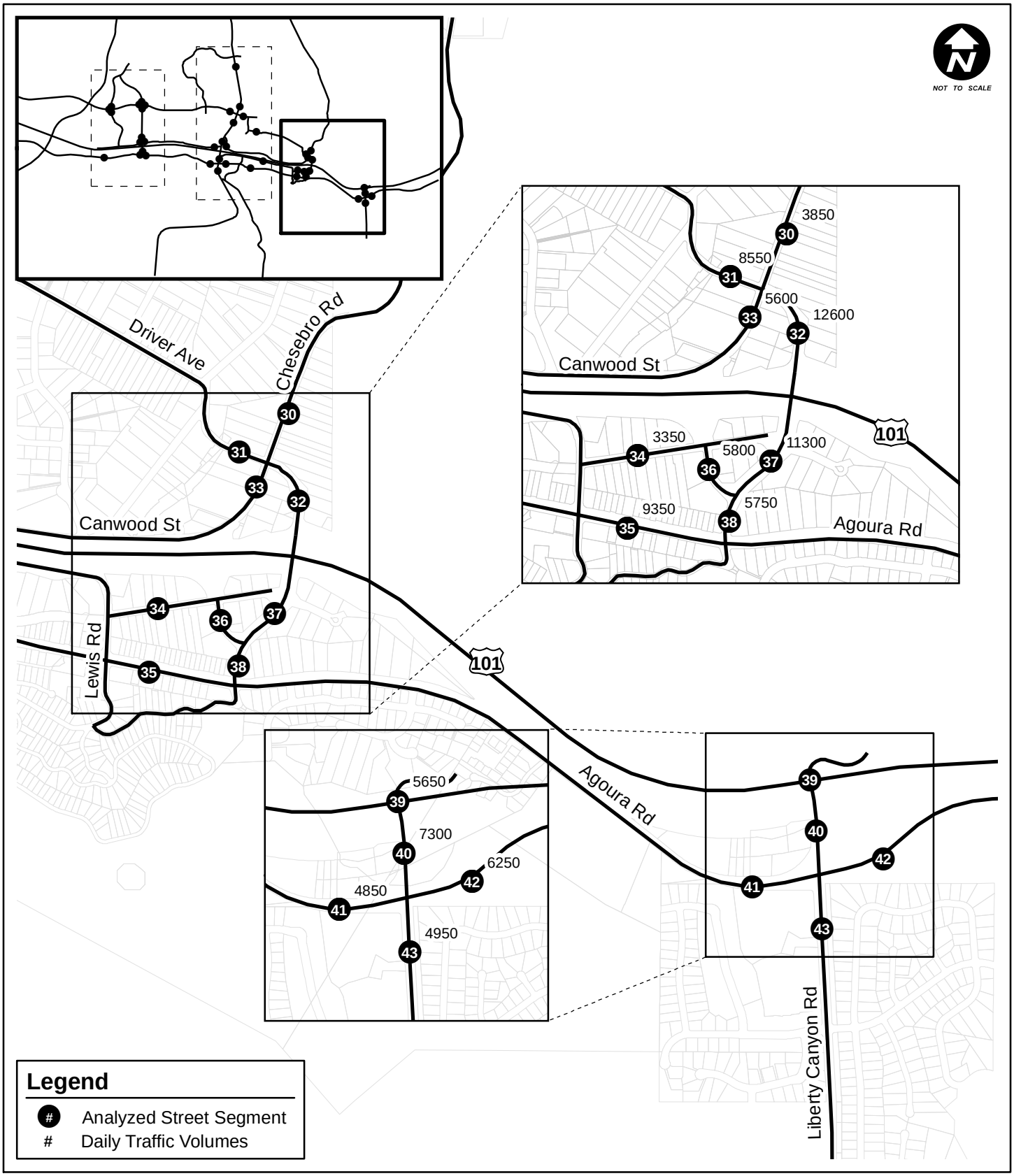
YEAR 2035 BASE DAILY TRAFFIC VOLUMES
FIGURE 10B



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YEAR 2035 BASE DAILY TRAFFIC VOLUMES
FIGURE 10C

TABLE 5
AGOURA HILLS GENERAL PLAN UPDATE (PROPOSED GENERAL PLAN SCENARIO) - TRIP GENERATION RATES

TAZ & Land Uses	Units	ITE Code	Trip Generation							
			Daily	AM Peak Hour			PM Peak Hour			
				In	Out	Total	In	Out	Total
Single-Family Residential	units	210	9.57	25%	75%	0.75	63%	37%	1.01
Multi-Family Residential	units	230	5.81	17%	83%	0.44	67%	33%	0.52
Office/Business Park	ksf	750	[b]	89%	11%	[b]	14%	86%	[b]
Business Park/Manufacturing	ksf	770	[c]	84%	16%	[c]	23%	77%	[c]
Retail/Service	ksf	814 [a]	44.32	61%	39%	0.72	44%	56%	2.71
Retail/Service	ksf	820	[d]	61%	39%	[d]	48%	52%	[d]

Notes:

Pass-by reductions for retail land uses were applied on a varying scale: <100 ksf - 10% and 100ksf to 300ksf - 30%.
The varying of the pass-by reduction is related to the rate difference between the specialty retail and shopping center rates. The specialty retail rates are lower than the shopping center rate and some pass-by reduction is already inherent in the rate.

[a] - AM trip generation for ITE land use 814 is derived from the proportional relationship between the PM rates for specialty retail (ITE 814) and shopping center (ITE 820).
The specialty retail rate was applied to the retail land uses that are <100 ksf in size.

Land uses 750, 770 and 820 use logarithmic rather than linear equations in trip generation calculations as described below:

[b] Office Park — ITE 750
Daily: $Ln(T) = 10.42\ Ln(X) + 409.04$
AM: $Ln(T) = 0.84\ Ln(X) + 1.51$
PM: $T = 1.21\ (X) + 106.22$

[c] Business Park — ITE 770
Daily: $Ln(T) = 10.75\ Ln(X) + 747.41$
AM: $Ln(T) = 0.98\ Ln(X) + 0.45$
PM: $Ln(T) = 0.92\ Ln(X) + 0.78$

[d] Retail/Service — ITE 820
Daily: $Ln(T) = 0.65\ Ln(X) + 5.83$
AM: $Ln(T) = 0.6\ Ln(X) + 2.29$
PM: $Ln(T) = 0.66\ Ln(X) + 3.4$

TABLE 6
AGOURA HILLS GENERAL PLAN TRIP GENERATION ESTIMATES - PROPOSED GENERAL PLAN SCENARIO

TAZ & Land Uses	Size	Units	ITE Code	Trip Credit [d,e,f]	Trip Generation						
					Daily	AM Peak Hour			PM Peak Hour		
						In	Out	Total	In	Out	Total
TAZ 1											
Retail/Service	0.141	ksf	814		6	0	0	0	0	0	0
Pass-by Reduction				10%	*(1)*	*0*	*0*	*0*	*0*	*0*	*0*
TAZ 1 Subtotal					***5***	***0***	***0***	***0***	***0***	***0***	***0***
TAZ 2											
Multi-Family Residential	22	units	230		128	2	8	10	7	4	11
Internal Capture within TAZ				36%, 31%, 39%	*(46)*	*(1)*	*(2)*	*(3)*	*(3)*	*(2)*	*(4)*
Retail/Service	28.575	ksf	814		1,266	13	8	21	34	43	77
Internal Capture within TAZ				4%, 16%, 6%	*(51)*	*(2)*	*(1)*	*(3)*	*(2)*	*(3)*	*(5)*
Pass-by Reduction				10%	*(122)*	*(1)*	*(1)*	*(2)*	*(3)*	*(4)*	*(7)*
TAZ 2 Subtotal					***1,175***	***11***	***12***	***23***	***33***	***38***	***72***
TAZ 3											
Single-Family Residential	23	units	210		220	4	13	17	14	9	23
TAZ 3 Subtotal					***220***	***4***	***13***	***17***	***14***	***9***	***23***
TAZ 4											
Retail/Service	9.467	ksf	814		420	4	3	7	11	15	26
Pass-by Reduction				10%	*(42)*	*(1)*	*0*	*(1)*	*(1)*	*(2)*	*(3)*
TAZ 4 Subtotal					***378***	***3***	***3***	***6***	***10***	***13***	***23***
TAZ 5											
Multi-Family Residential	22	units	230		128	2	8	10	7	4	11
Internal Capture within TAZ				37%, 49%, 40%	*(47)*	*(1)*	*(4)*	*(5)*	*(3)*	*(2)*	*(4)*
Retail/Service	53.919	ksf	814		2,390	24	15	39	64	82	146
Internal Capture within TAZ				6%, 25%, 6%	*(143)*	*(6)*	*(4)*	*(10)*	*(4)*	*(5)*	*(9)*
Pass-by Reduction				10%	*(225)*	*(2)*	*(1)*	*(3)*	*(6)*	*(8)*	*(14)*
Office/Business Park	159.584	ksf	750		2,072	286	35	321	42	257	299
Internal Capture within TAZ				4%, 2%, 1%	*(83)*	*(6)*	*(1)*	*(6)*	*0*	*(3)*	*(3)*
TDM Reduction				5%	*(99)*	*(14)*	*(2)*	*(16)*	*(2)*	*(13)*	*(15)*
TAZ 5 Subtotal					***3,993***	***283***	***46***	***330***	***98***	***312***	***411***
TAZ 6											
Single-Family Residential	14	units	210		134	3	8	11	9	5	14
Internal Capture within TAZ				37%, 45%, 40%	*(50)*	*(1)*	*(4)*	*(5)*	*(4)*	*(2)*	*(6)*
Retail/Service	268.013	ksf	820		12,890	173	110	283	576	624	1,200
Internal Capture within TAZ				4%, 15%, 3%	*(516)*	*(26)*	*(17)*	*(42)*	*(17)*	*(19)*	*(36)*
Pass-by Reduction [a]				30%	*(3,712)*	*(44)*	*(28)*	*(72)*	*(168)*	*(182)*	*(349)*
Office/Business Park	12.036	ksf	750		534	33	4	37	17	104	121
Internal Capture within TAZ				10%, 8%, 5%	*(53)*	*(3)*	*0*	*(3)*	*(1)*	*(5)*	*(6)*
TDM Reduction				5%	*(24)*	*(2)*	*0*	*(2)*	*(1)*	*(5)*	*(6)*
Business Park/Manufacturing	205.465	ksf	770		2,956	244	46	290	67	226	293
Internal Capture within TAZ				10%, 8%, 5%	*(296)*	*(20)*	*(4)*	*(23)*	*(3)*	*(11)*	*(15)*
TDM Reduction				5%	*(133)*	*(11)*	*(2)*	*(13)*	*(3)*	*(11)*	*(14)*
TAZ 6 Subtotal					***11,730***	***346***	***113***	***461***	***472***	***724***	***1,196***
TAZ 7											
Retail/Service	20.440	ksf	814		906	9	6	15	24	31	55
Internal Capture within TAZ				4%, 13%, 3%	*(36)*	*(1)*	*(1)*	*(2)*	*(1)*	*(1)*	*(2)*
Pass-by Reduction				10%	*(87)*	*(1)*	*(1)*	*(1)*	*(2)*	*(3)*	*(5)*
Office/Business Park	32.992	ksf	750		753	76	9	85	20	126	146
Internal Capture within TAZ				4%, 2%, 1%	*(30)*	*(2)*	*0*	*(2)*	*0*	*(1)*	*(1)*
TDM Reduction				5%	*(36)*	*(4)*	*0*	*(4)*	*(1)*	*(6)*	*(7)*
TAZ 7 Subtotal					***1,470***	***77***	***13***	***91***	***40***	***146***	***186***
TAZ 8											
Multi-Family Residential	76	units	230		442	6	27	33	27	13	40
Internal Capture within TAZ				37%, 30%, 37%	*(164)*	*(2)*	*(8)*	*(10)*	*(10)*	*(5)*	*(15)*
Specialty Retail (AVSP)	36.600	ksf	[b]		1,443	26	17	43	48	50	98
Internal Capture within TAZ				11%, 29%, 13%	*(159)*	*(8)*	*(5)*	*(12)*	*(6)*	*(7)*	*(13)*
Retail/Service	15.297	ksf	814		678	7	4	11	18	23	41
Internal Capture within TAZ				11%, 29%, 13%	*(75)*	*(2)*	*(1)*	*(3)*	*(2)*	*(3)*	*(5)*
Pass-by Reduction				10%	*(60)*	*(1)*	*0*	*(1)*	*(2)*	*(2)*	*(4)*
Office/Business Park	153.028	ksf	750		2,004	276	34	310	41	250	291
Internal Capture within TAZ				4%, 3%, 1%	*(80)*	*(8)*	*(1)*	*(9)*	*0*	*(3)*	*(3)*
TDM Reduction				5%	*(96)*	*(13)*	*(2)*	*(15)*	*(2)*	*(12)*	*(14)*
Business Park/Manufacturing	21.862	ksf	770		982	27	5	32	9	28	37
Internal Capture within TAZ				4%, 3%, 1%	*(39)*	*(1)*	*0*	*(1)*	*0*	*0*	*0*
TDM Reduction				5%	*(47)*	*(1)*	*0*	*(2)*	*0*	*(1)*	*(2)*
TAZ 8 Subtotal					***4,829***	***306***	***70***	***376***	***121***	***331***	***451***
TAZ 9											
Multi-Family Residential	19	units	[b]		115	2	7	9	7	4	11
Internal Capture within TAZ				37%, 48%, 40%	*(43)*	*(1)*	*(3)*	*(4)*	*(3)*	*(2)*	*(4)*
Retail/Service	16.592	ksf	820		2,113	32	21	53	92	99	191
Internal Capture within TAZ				6%, 21%, 5%	*(127)*	*(7)*	*(4)*	*(11)*	*(5)*	*(5)*	*(10)*
Pass-by Reduction				10%	*(199)*	*(3)*	*(2)*	*(4)*	*(9)*	*(9)*	*(18)*
Office/Business Park	71.539	ksf	750		1,154	146	18	164	27	166	193
Internal Capture within TAZ				3%, 3%, 2%	*(35)*	*(4)*	*(1)*	*(5)*	*(1)*	*(3)*	*(4)*
TDM Reduction				5%	*(56)*	*(7)*	*(1)*	*(8)*	*(1)*	*(8)*	*(9)*
Business Park/Manufacturing	46.118	ksf	770		1,243	56	11	67	17	57	74
Internal Capture within TAZ				3%, 3%, 2%	*(37)*	*(2)*	*0*	*(2)*	*0*	*(1)*	*(1)*
TDM Reduction				5%	*(60)*	*(3)*	*(1)*	*(3)*	*(1)*	*(3)*	*(4)*
TAZ 9 Subtotal					***4,068***	***209***	***45***	***256***	***123***	***295***	***419***

TABLE 6 (Continued)
AGOURA HILLS GENERAL PLAN TRIP GENERATION ESTIMATES - PROPOSED GENERAL PLAN SCENARIO

TAZ & Land Uses	Size	Units	ITE Code	Trip Credit [d,e,f]	Trip Generation						
					Daily	AM Peak Hour			PM Peak Hour		
						In	Out	Total	In	Out	Total
TAZ 10											
Office/Business Park	170.842	ksf	750		2,189	303	37	340	44	269	313
TDM Reduction				5%	*(109)*	*(15)*	*(2)*	*(17)*	*(2)*	*(14)*	*(16)*
TAZ 10 Subtotal					***2,080***	***288***	***35***	***323***	***42***	***255***	***297***
TAZ 11											
Multi-Family Residential	112	units	[b]		606	8	38	46	36	18	54
Internal Capture within TAZ				37%, 40%, 40%	*(225)*	*(3)*	*(15)*	*(19)*	*(15)*	*(8)*	*(21)*
Office (AVSP)	75.250	ksf	[b]		965	119	15	134	21	126	147
Internal Capture within TAZ				4%, 3%, 2%	*(39)*	*(4)*	*0*	*(4)*	*0*	*(3)*	*(3)*
Retail/Service	61.250	ksf	820		4,938	71	46	117	217	236	453
Internal Capture within TAZ				8%, 28%, 8%	*(395)*	*(20)*	*(13)*	*(33)*	*(17)*	*(19)*	*(36)*
Pass-by Reduction				10%	*(454)*	*(5)*	*(3)*	*(8)*	*(20)*	*(22)*	*(42)*
Office/Business Park [c]	267.681	ksf	750		3,198	441	54	495	60	370	430
Internal Capture within TAZ				4%, 3%, 2%	*(128)*	*(13)*	*(2)*	*(15)*	*(1)*	*(7)*	*(9)*
TDM Reduction				5%	*(154)*	*(21)*	*(3)*	*(24)*	*(3)*	*(18)*	*(21)*
TAZ 11 Subtotal					***8,312***	***573***	***117***	***689***	***278***	***673***	***952***
TAZ 12											
Single-Family Residential	53	units	210		507	10	30	40	34	20	54
Internal Capture within TAZ				33%, 25%, 31%	*(167)*	*(3)*	*(8)*	*(10)*	*(11)*	*(6)*	*(17)*
Multi-Family Residential	131	units	[b]		725	10	46	56	45	22	67
Internal Capture within TAZ				33%, 25%, 31%	*(239)*	*(3)*	*(11)*	*(14)*	*(14)*	*(6)*	*(21)*
Senior Housing (AVSP)	31	units	[b]		97	0	2	2	2	1	3
Internal Capture within TAZ				33%, 25%, 31%	*(32)*	*0*	*(1)*	*(1)*	*(1)*	*0*	*(1)*
Specialty Retail (AVSP)	61.000	ksf	[b]		2,417	45	28	73	83	87	170
Internal Capture within TAZ				13%, 29%, 13%	*(314)*	*(13)*	*(8)*	*(21)*	*(11)*	*(11)*	*(22)*
Retail/Service [c]	54.500	ksf	814		2,340	34	21	55	99	104	203
Internal Capture within TAZ				13%, 29%, 13%	*(304)*	*(10)*	*(6)*	*(16)*	*(13)*	*(14)*	*(26)*
Pass-by Reduction				10%	*(204)*	*(2)*	*(2)*	*(4)*	*(9)*	*(9)*	*(18)*
Office (AVSP)	100.000	ksf	[b]		1,201	150	19	169	24	148	172
Internal Capture within TAZ				8%, 7%, 3%	*(96)*	*(11)*	*(1)*	*(12)*	*(1)*	*(4)*	*(5)*
Office/Business Park [c]	55.339	ksf	750		986	117	15	132	24	149	173
Internal Capture within TAZ				8%, 7%, 3%	*(79)*	*(8)*	*(1)*	*(9)*	*(1)*	*(4)*	*(5)*
TDM Reduction				5%	*(45)*	*(5)*	*(1)*	*(6)*	*(1)*	*(7)*	*(8)*
TAZ 12 Subtotal					***6,793***	***311***	***122***	***434***	***249***	***470***	***719***
TAZ 13											
Single-Family Residential	26	units	210		249	5	15	20	16	10	26
TAZ 13 Subtotal					***249***	***5***	***15***	***20***	***16***	***10***	***26***
TAZ 14											
No Change in Land Use	*n/a*	*n/a*	*n/a*		*n/a*	*n/a*	*n/a*	*n/a*	*n/a*	*n/a*	*n/a*
TAZ 14 Subtotal					***0***	***0***	***0***	***0***	***0***	***0***	***0***
Total					**45,302**	**2,416**	**604**	**3,026**	**1,496**	**3,276**	**4,775**

Notes:

Land use source: City of Agoura Hills, table entitled "Agoura Hills, Existing and Proposed General Plan Buildout by TAZ, 5-15-09".

Trip generation equations and rates from Table 5 were used.

[a] Pass-by trips in TAZ 6 were assigned to the local street network to simulate diversion from their usual path of travel.

[b] Description, size, and trip generation taken from the Agoura Village Specific Plan EIR.

[c] Land use density reflects reduction of the Agoura Hills General Plan with the densities specified in the Agoura Village Specific Plan.

[d] Pass-by reductions for retail land uses were applied on a varying scale: <100 ksf - 10%; 100ksf to 300ksf - 30%; and > 300ksf - 20%.

[e] Internal capture credits represent trips between land uses within the TAZ and remaining internal to the TAZ. The credits were calculated based on the ITE internalization methodology and vary by time period. Credits were calculated by time period and the percentages are presented in the following order: Daily, AM peak hour, PM peak hour.

[f] TDM reduction credit of 5% applied to estimate the effects of the current TDM requirements in the Municipal Code.

AVSP = Agoura Village Specific Plan

Internal Capture

Typically in developments with mixed land uses, an internal capture credit can be applied to the trip generation estimates. This internal capture credit reflects the tendency of users of one land use to also visit other land uses within the development; this credit accounts for the interaction among the multiple land uses. In the context of the Agoura Hills General Plan Update, each TAZ represents development with a varying mix of land use densities and types throughout the TAZ; therefore, an element of interaction among the land use types within the TAZ that would not leave the TAZ is assumed.

The calculation of the internal capture credit was developed for each individual TAZ using the assumptions and methodology outlined in the *Trip Generation Handbook, 2nd Edition* (Institute of Transportation Engineers, 2004). The credits were developed based on the amount of planned business park, office, residential, and retail land use growth anticipated in each TAZ; the methodology provides an overall internal capture rate as well as individual internal capture rates specific to each proposed land use within the TAZ. In order to achieve the overall internal reductions for each TAZ, the individual internal capture rates were applied to the appropriate land uses during the analyzed time periods. These internal capture credits ranged from 1% to 48% per land use; this ultimately achieved the overall reductions indicated by the ITE methodology as indicated in Table 6. See Appendix A for the individual TAZ internalization calculation worksheets.

Pass-by

Pass-by reductions represent those trips already on the roadway system expected to be attracted to the site once the proposed land uses are built. While these trips would be new to the site itself, they would not be new to the roadway system and are not considered new trips generated by the land use. Because these trips are already captured in the existing traffic counts, they should be removed from the calculations to ensure that double counting of these trips does not occur. As indicated in Table 6, pass-by credits ranging from 10% to 30% were applied to the proposed retail land uses only.

In the analysis of the proposed General Plan trips, the pass-by credits were not taken into account on streets directly serving the future retail use; rather, the pass-by trips at these locations were assigned to the local street network to simulate diversion from their usual path of travel. This methodology results in a more conservative analysis.

Transportation Demand Management

TDM is a set of strategies that are intended to reduce the number of single-occupant automobiles traveling during the peak hours of the day. Section 9654.4 of the Agoura Hills Municipal Code details the TDM measures currently required of new developments. Effectively, a series of development standards are required in support of the City's TDM efforts. These standards include the provision of an information kiosk, preferential carpool/vanpool parking, pedestrian circulation features, transit stop improvements, and amenities for bicycle commuters. The credit is meant to acknowledge the ongoing and future TDM efforts in Agoura Hills; a TDM credit of 5% was applied to the office and business park uses proposed in the General Plan update.

Trip Distribution

The directional distribution of traffic generated in the City was estimated based on a review of the Agoura Village Specific Plan, the current Agoura Hills General Plan, and the SCAG regional transportation demand forecasting model. In applying the information from these sources, the geographic distribution of trips generated is dependent on several factors:

- The locations of employment and commercial centers to which residents would be drawn
- The locations of population centers from which employees and patrons would be drawn
- Characteristics of the street system
- The level of accessibility of the routes to and from the proposed land uses

The distribution applied in this analysis was adapted from those sources and is generally comprised of the following distribution:

- 20% internal to Agoura Hills
- 5% to/from the north
- 5% to/from the south
- 35% to/from the east
- 35% to/from the west

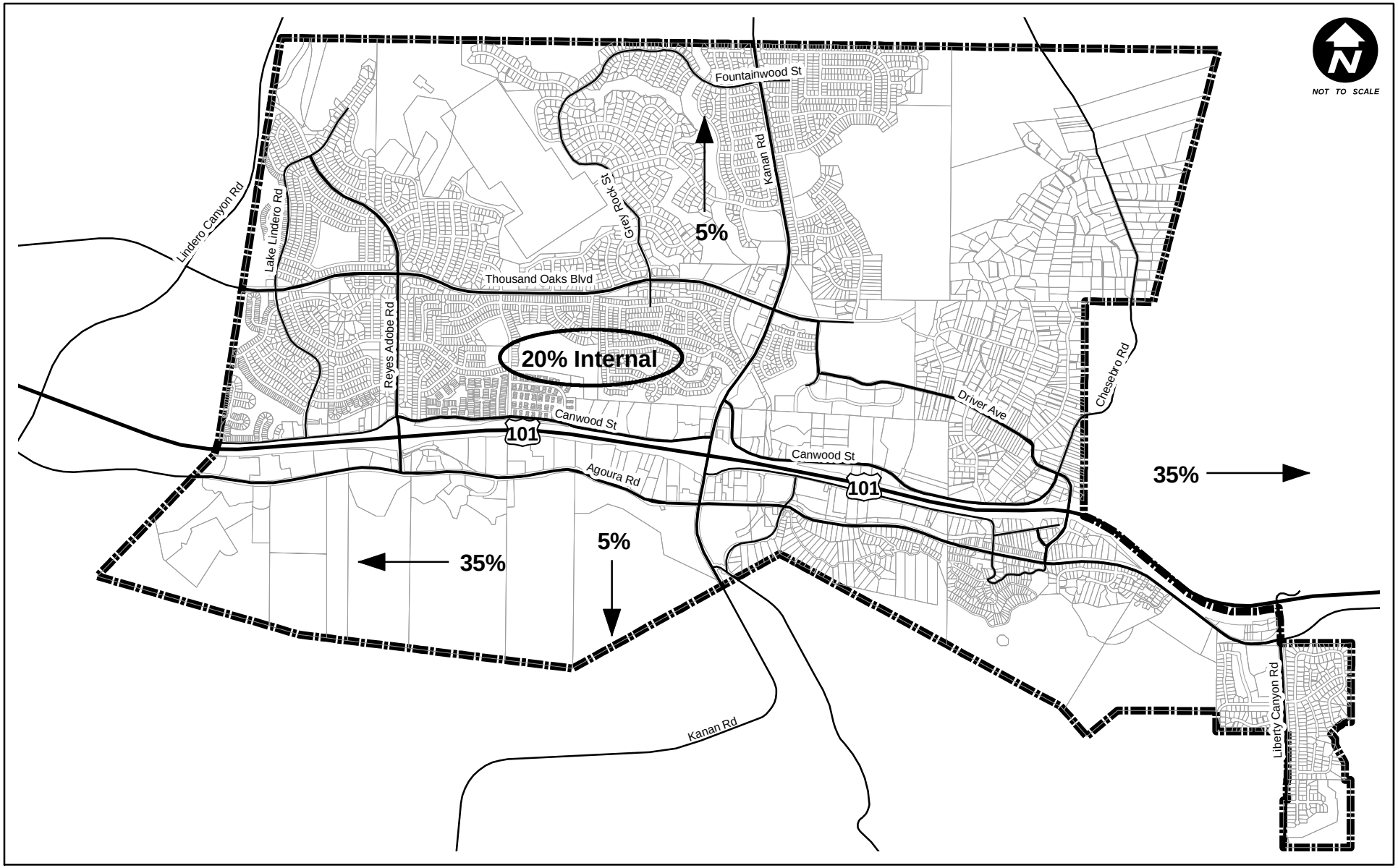
Figure 11 illustrates this directional distribution.

Trip Assignment

The project trip generation estimates summarized in Table 6 and the distribution patterns illustrated in Figure 11 were used to assign the proposed General Plan traffic to the local and regional street system and through the 43 study segments.

FUTURE WITH PROPOSED GENERAL PLAN TRAFFIC PROJECTIONS

The General Plan-generated traffic volumes were added to the future base traffic projections shown in Figure 9. Figure 12 illustrates the resulting projected future plus proposed General Plan AM and PM peak hour traffic volumes and Figure 13 illustrates the daily volumes. These volumes represent projected future year 2035 weekday peak hour traffic conditions including the development anticipated under the proposed General Plan.



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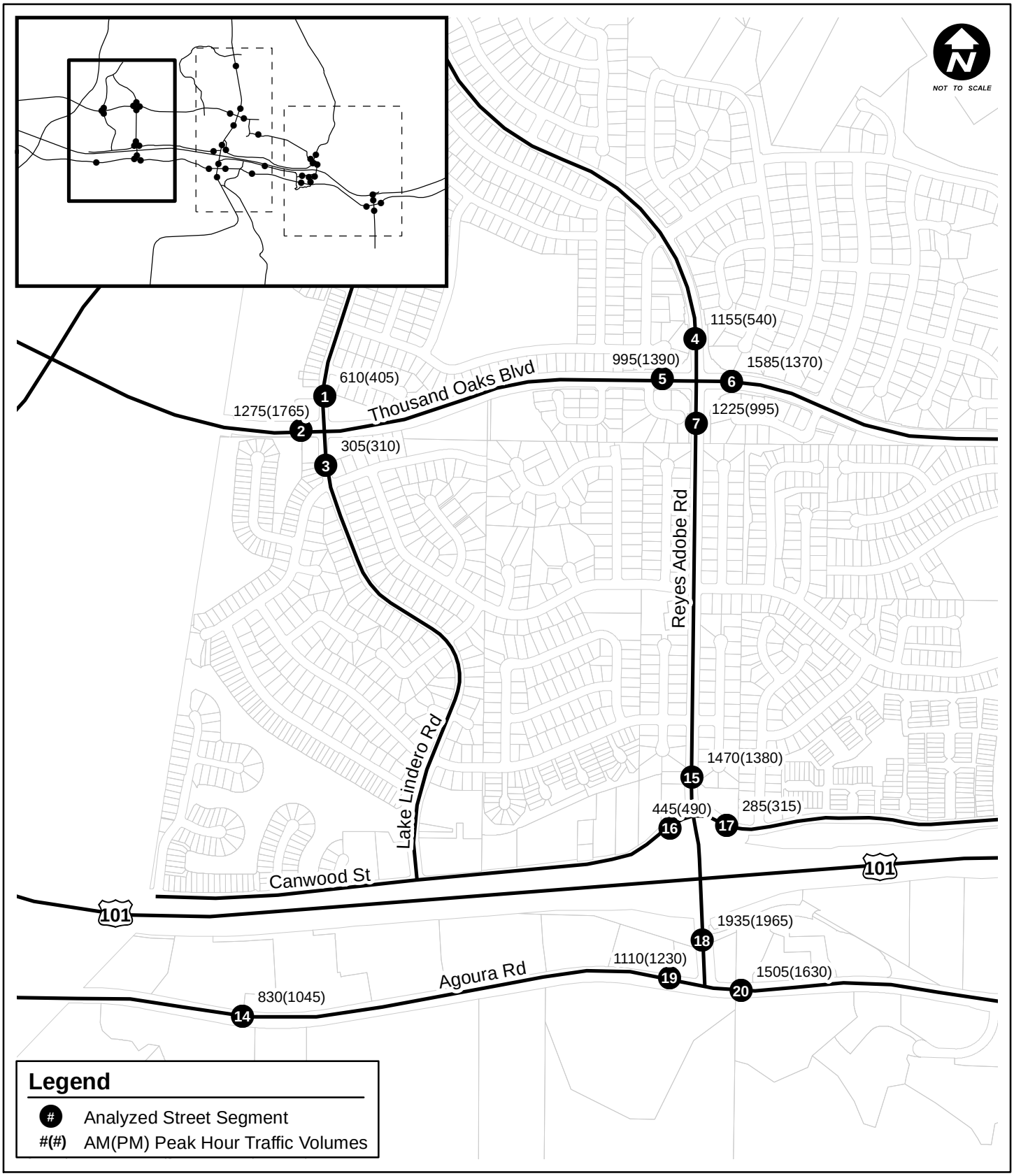
TRIP DISTRIBUTION
FIGURE 11



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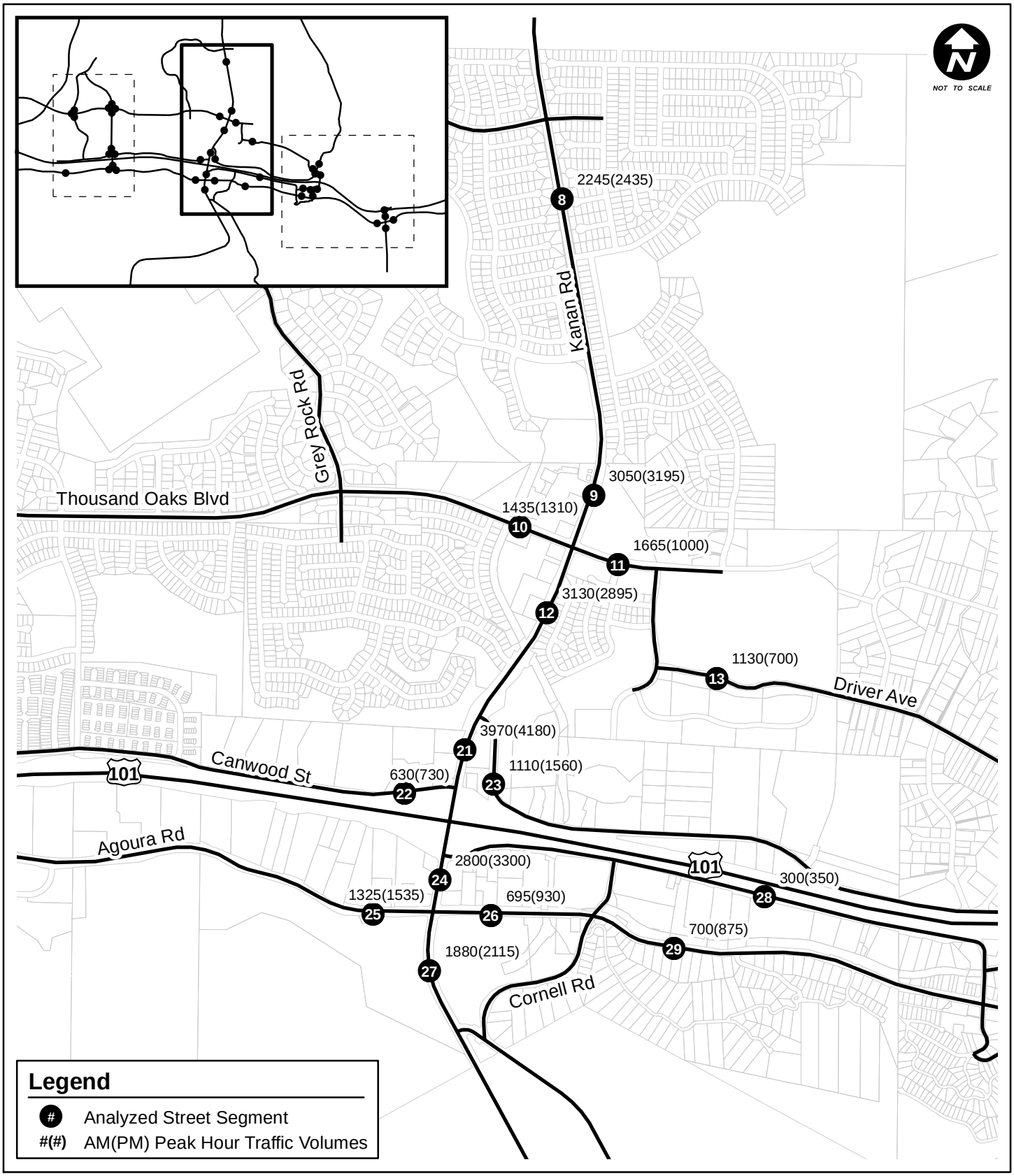
YEAR 2035 WITH GENERAL PLAN LAND USE
PEAK HOUR TRAFFIC VOLUMES
FIGURE 12A



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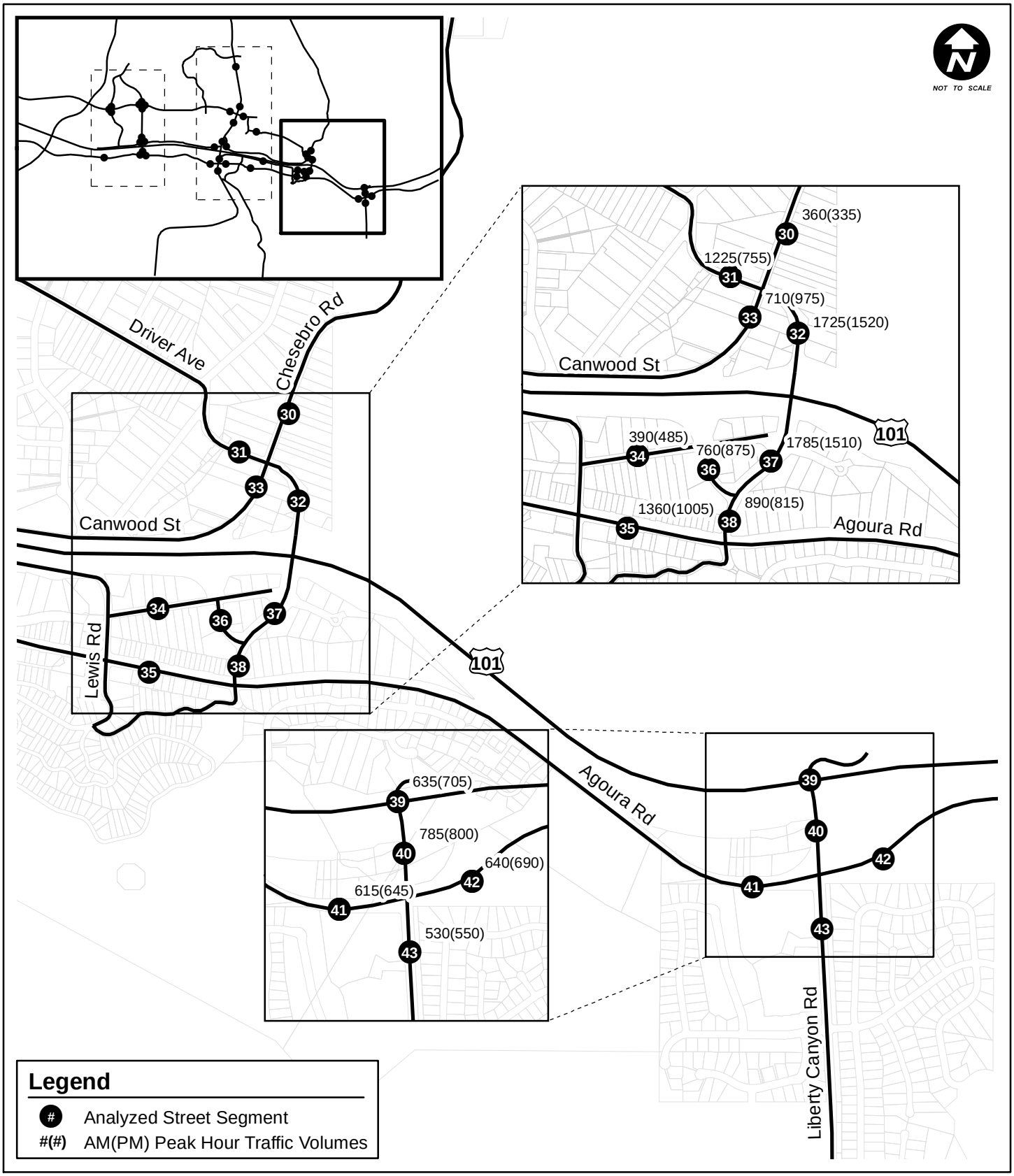
YEAR 2035 WITH GENERAL PLAN LAND USE
PEAK HOUR TRAFFIC VOLUMES
FIGURE 12B



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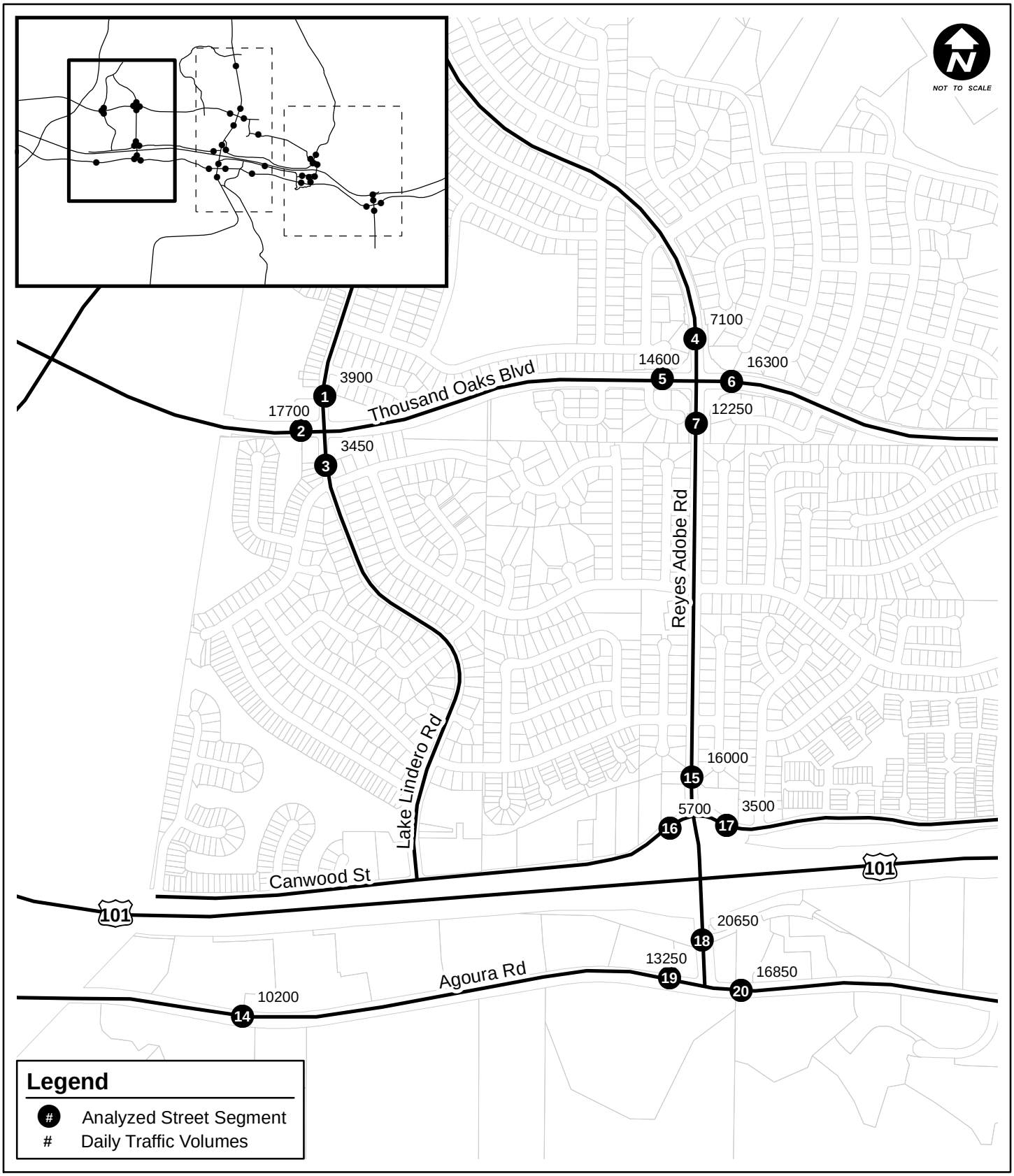
YEAR 2035 WITH GENERAL PLAN LAND USE
PEAK HOUR TRAFFIC VOLUMES
FIGURE 12C



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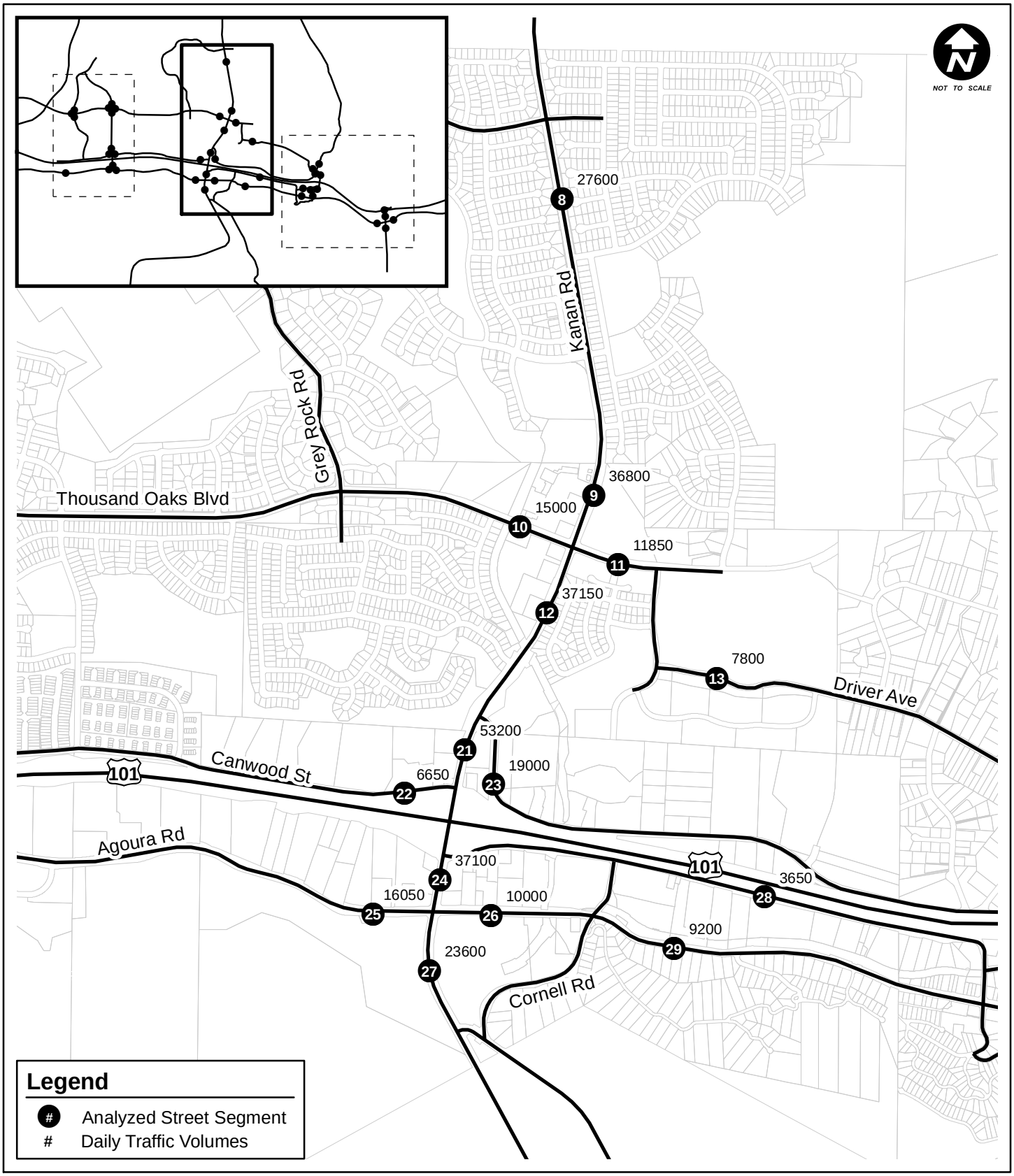
YEAR 2035 WITH GENERAL PLAN LAND USE
DAILY TRAFFIC VOLUMES
FIGURE 13A



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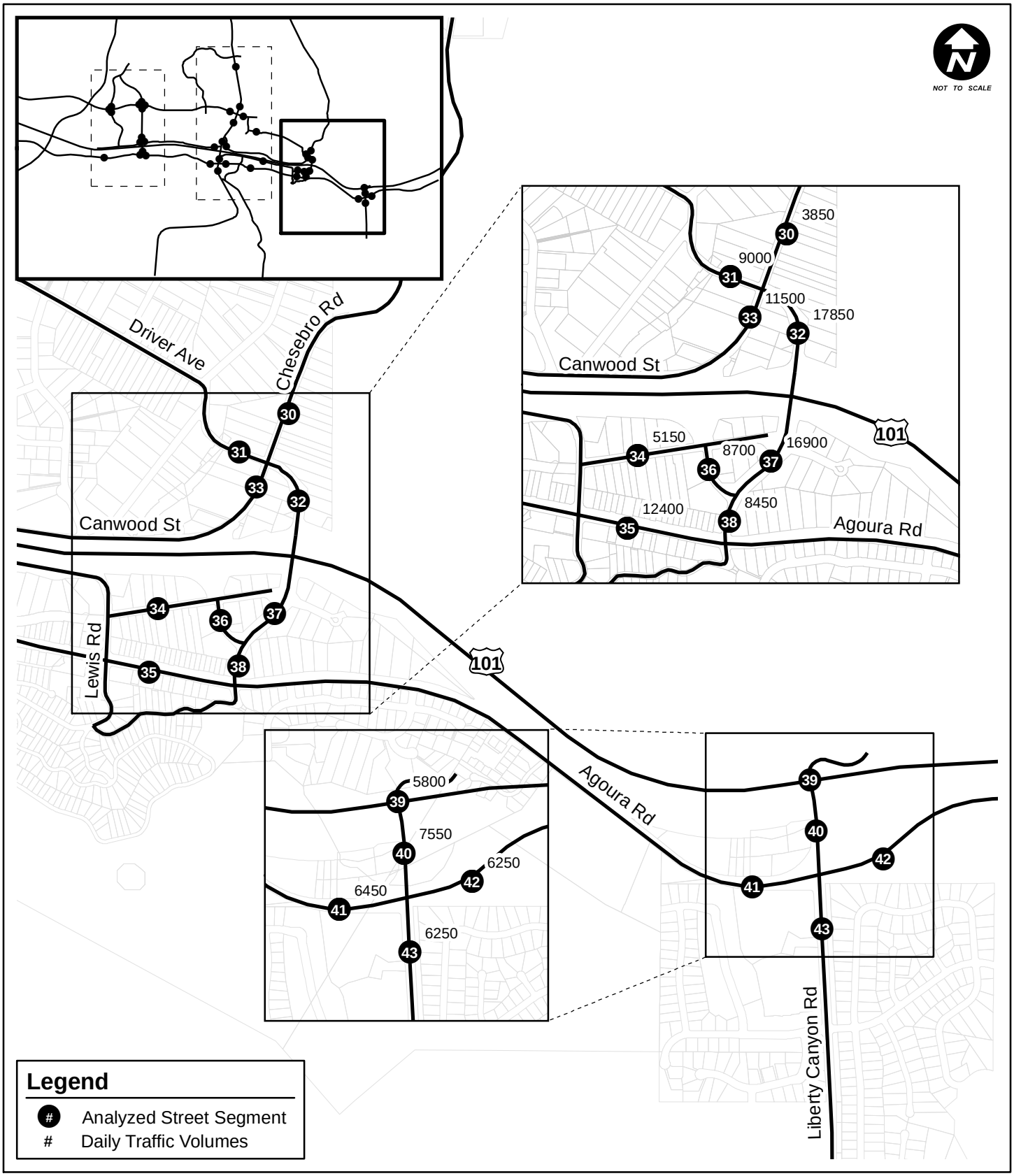
YEAR 2035 WITH GENERAL PLAN LAND USE
DAILY TRAFFIC VOLUMES
FIGURE 13B



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YEAR 2035 WITH GENERAL PLAN LAND USE
DAILY TRAFFIC VOLUMES
FIGURE 13C

4. TRAFFIC IMPACT ANALYSIS

This section presents an analysis of the projected future base and future plus proposed General Plan traffic volumes to determine the potential impacts of the proposed General Plan on the street system.

FUTURE BASE TRAFFIC CONDITIONS

The future base peak hour traffic volumes illustrated in Figure 9 were analyzed to determine the LOS for each of the analyzed segments under year 2035 future base conditions. Again, these conditions take into account regional growth and cumulative projects but do not include the traffic attributable to growth under the proposed General Plan. Table 7 summarizes these results and Figures 14 and 15 illustrate the LOS at each location during the AM and PM peak hours, respectively. Under the future base conditions, 13 analyzed locations are projected to be at LOS D or worse during either or both peak hours:

1. Lake Lindero Road north of Thousand Oaks Boulevard (AM peak hour)
8. Kanan Road south of Fountainwood Street (AM and PM peak hours)
9. Kanan Road north of Thousand Oaks Boulevard (AM and PM peak hours)
12. Kanan Road south of Thousand Oaks Boulevard (AM and PM peak hours)
13. Driver Avenue east of Argos Street (AM peak hour)
16. Canwood Street west of Reyes Adobe Road (PM peak hour)
21. Kanan Road south of Canwood Street East (AM and PM peak hours)
24. Kanan Road north of Agoura Road (PM peak hour)
27. Kanan Road south of Agoura Road (AM and PM peak hours)
31. Driver Avenue west of Chesebro Road (AM peak hour)
32. Palo Comado Canyon Road east of Chesebro Road (AM and PM peak hours)
35. Chesebro Road south of Dorothy Drive (AM peak hour)
37. Palo Comado Canyon Road south of US-101 (AM and PM peak hours)

Of these 13 locations, three are projected to operate at LOS E or LOS F during either peak period (#27 Kanan Road south of Agoura Road, #32 Palo Comado Canyon Road east of Chesebro Road, and #37 Palo Comado Canyon Road south of Dorothy Drive). The remaining 10 locations are projected to operate at LOS D. In total, this represents an increase of two locations operating below LOS C compared to the existing conditions; this is also an increase of two locations projected to operate at LOS E/F.

FUTURE WITH PROPOSED GENERAL PLAN ANALYSES

The future with proposed General Plan peak hour traffic volumes illustrated in Figure 12 were analyzed under two future analysis scenarios. These scenarios are related to the implementation of potential future improvements on the Agoura Hills street system. These analysis scenarios include:

- Without roadway improvements – This is the analysis of the future traffic volumes on the existing street system without any roadway improvements.

- With proposed General Plan roadway improvements – This analyzes the effect of the roadway improvements for the proposed General Plan.

These scenarios are discussed below.

TABLE 7
FUTURE PEAK HOUR LEVELS OF SERVICE

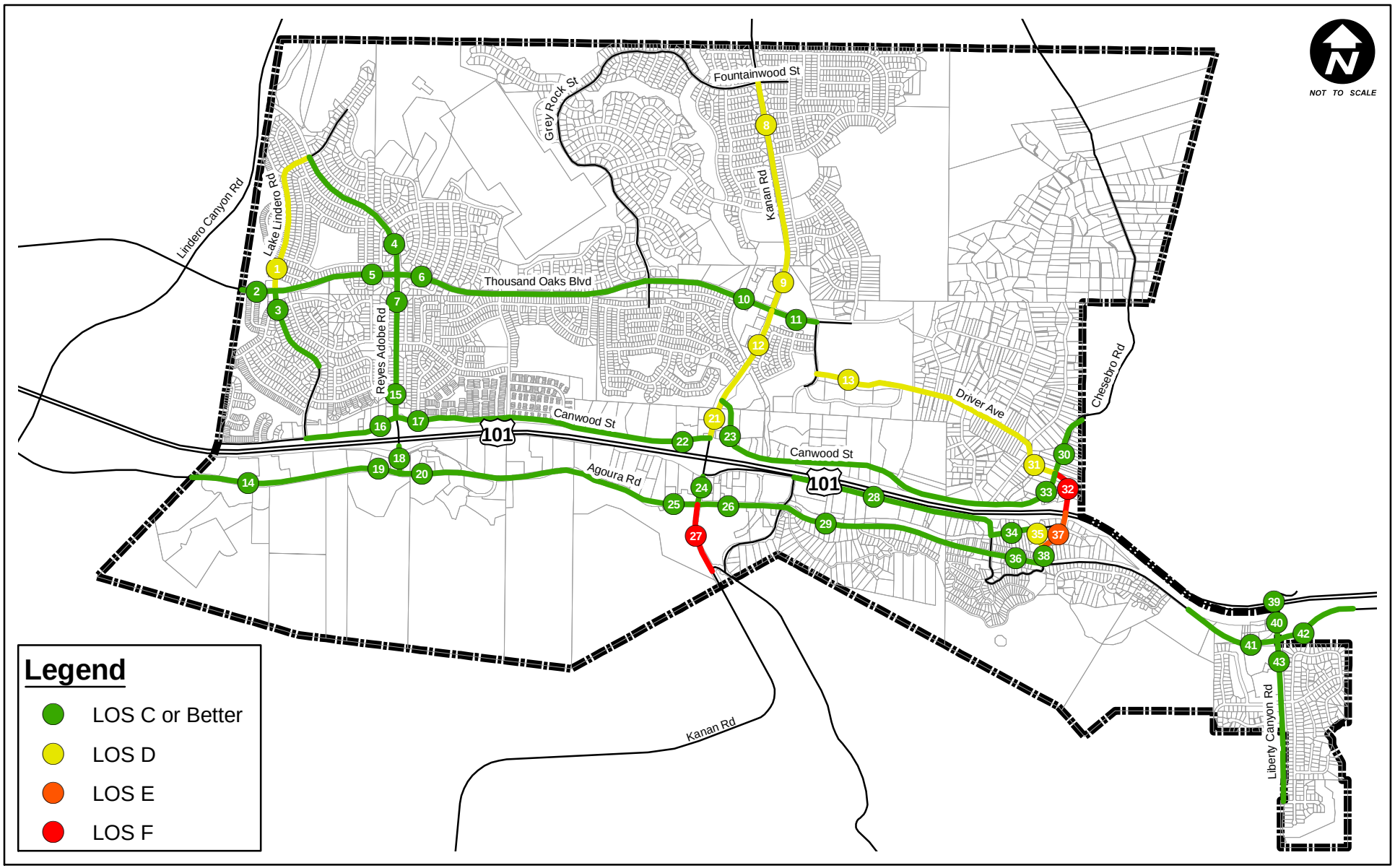
	Street Segment	Classification	Peak Hour	Year 2035 Base						With Proposed Improvements		Below
				Volume	# of Lanes	LOS	Volume	# of Lanes	LOS	# of Lanes	LOS	LOS C
1	Lake Lindero Rd	Collector	AM	610	2U	D	610	2U	D			**
	n/o Thousand Oaks Bl		PM	400	2U	C or better	405	2U	C or better			
2	Thousand Oaks Blvd	Arterial	AM	1,170	4D	C or better	1,275	4D	C or better			
	w/o Lake Lindero Rd		PM	1,625	4D	C or better	1,765	4D	C or better			
3	Lake Lindero Rd	Collector	AM	300	2U	C or better	305	2U	C or better			
	s/o Thousand Oaks Bl		PM	305	2U	C or better	310	2U	C or better			
4	Reyes Adobe Rd	Arterial	AM	1,155	4U	C or better	1,155	4U	C or better			
	n/o Thousand Oaks Bl		PM	535	4U	C or better	540	4U	C or better			
5	Thousand Oaks Blvd	Arterial	AM	890	4D	C or better	995	4D	C or better			
	w/o Reyes Adobe Rd		PM	1,245	4D	C or better	1,390	4D	C or better			
6	Thousand Oaks Blvd	Arterial	AM	1,555	4D	C or better	1,585	4D	C or better			
	e/o Reyes Adobe Rd		PM	1,320	4D	C or better	1,370	4D	C or better			
7	Reyes Adobe Rd	Arterial	AM	1,130	4U	C or better	1,225	4U	C or better			
	s/o Thousand Oaks Bl		PM	850	4U	C or better	995	4U	C or better			
8	Kanan Rd	Arterial	AM	2,080	4D	D	2,245	4D	D			**
	s/o Fountainwood St		PM	2,175	4D	D	2,435	4D	D			**
9	Kanan Rd	Arterial	AM	2,845	4D	D	3,050	4D	E			**
	n/o Thousand Oaks Bl		PM	2,870	4D	D	3,195	4D	F			**
10	Thousand Oaks Blvd	Arterial	AM	1,405	4D	C or better	1,435	4D	C or better			
	w/o Kanan Rd		PM	1,255	4D	C or better	1,310	4D	C or better			
11	Thousand Oaks Blvd	Arterial	AM	1,615	4D	C or better	1,665	4D	C or better			
	e/o Kanan Rd		PM	925	4D	C or better	1,000	4D	C or better			
12	Kanan Rd	Arterial	AM	2,895	4D	D	3,130	4D	F			**
	s/o Thousand Oaks Bl		PM	2,555	4D	D	2,895	4D	D			**
13	Driver Ave	Arterial	AM	1,090	2U	D	1,130	2U	D			**
	e/o Argos St		PM	635	2U	C or better	700	2U	C or better			
14	Agoura Rd	Arterial	AM	710	4D	C or better	830	4D	C or better			
	e/o Flintock Ln		PM	885	4D	C or better	1,045	4D	C or better			
15	Reyes Adobe Rd	Arterial	AM	1,280	4U	C or better	1,470	4U	C or better			
	n/o Canwood St		PM	1,110	4U	C or better	1,380	4U	C or better			
16	Canwood St	Collector	AM	445	2U	C or better	445	2U	C or better			
	w/o Reyes Adobe Rd		PM	490	2U	D	490	2U	D			**
17	Canwood St	Arterial	AM	245	2U	C or better	285	2U	C or better			
	e/o Reyes Adobe Rd		PM	265	2U	C or better	315	2U	C or better			
18	Reyes Adobe Rd	Arterial	AM	1,355	4D	C or better	1,935	4D	C or better	5D	C or better	
	n/o Agoura Rd		PM	1,165	4D	C or better	1,965	4D	C or better	5D	C or better	
19	Agoura Rd	Arterial	AM	810	4D	C or better	1,110	4D	C or better			
	w/o Reyes Adobe Rd		PM	805	4D	C or better	1,230	4D	C or better			
20	Agoura Rd	Arterial	AM	1,120	4D	C or better	1,505	4D	C or better			
	e/o Reyes Adobe Rd		PM	1,100	4D	C or better	1,630	4D	C or better			
21	Kanan Rd	Arterial	AM	3,470	5D	D	3,970	5D	F			**
	s/o Canwood St E		PM	3,315	5D	D	4,180	5D	F			**
22	Canwood St	Arterial	AM	345	2U	C or better	630	2U	C or better			
	w/o Kanan Rd		PM	385	2U	C or better	730	2U	C or better			

Notes:
#U - denotes number of lanes on an undivided facility
#D - denotes number of lanes on a divided facility
* - denotes an undivided facility with a dual left turn cross section
** - denotes facility that is deficient relative to the LOS C minimum operating standard

TABLE 7 (Continued)
FUTURE PEAK HOUR LEVELS OF SERVICE

	Street Segment	Classification	Peak Hour	Year 2035 Base						With Proposed Improvements		Below LOS C
				Volume	# of Lanes	LOS	Volume	# of Lanes	LOS	# of Lanes	LOS	
23	Canwood St	Arterial	AM	790	2U	C or better	1,110	2U	D	2.5U*	C or better	
	e/o Kanan Rd		PM	855	2U	C or better	1,560	2U	F	2.5U*	D	**
24	Kanan Rd	Arterial	AM	1,990	4D	C or better	2,800	4D	D			**
	n/o Agoura Rd		PM	2,095	4D	D	3,300	4D	F			**
25	Agoura Rd	Arterial	AM	795	2U	C or better	1,325	2U	D	4D	C or better	
	w/o Kanan Rd		PM	805	2U	C or better	1,535	2U	F	4D	C or better	
26	Agoura Rd	Arterial	AM	425	2U	C or better	695	2U	C or better			
	e/o Kanan Rd		PM	530	2U	C or better	930	2U	D			**
27	Kanan Rd	Arterial	AM	1,545	2U	F	1,880	2U	F	4U	C or better	
	s/o Agoura Rd		PM	1,595	2U	F	2,115	2U	F	4U	D	**
28	Roadside Dr	Collector	AM	225	2U	C or better	300	2U	C or better			
	w/o Lewis Rd		PM	250	2U	C or better	350	2U	C or better			
29	Agoura Rd	Arterial	AM	430	2U	C or better	700	2U	C or better			
	e/o Cornell Rd		PM	470	2U	C or better	875	2U	D			**
30	Chesebro Rd	Collector	AM	360	2U	C or better	360	2U	C or better			
	n/o Driver Av		PM	335	2U	C or better	335	2U	C or better			
31	Driver Ave	Arterial	AM	1,185	2U	D	1,225	2U	D			**
	w/o Chesebro Rd		PM	700	2U	C or better	755	2U	C or better			
32	Palo Comado Canyon	Arterial	AM	1,495	2U	F	1,725	2U	F	4U	C or better	
	e/o Chesebro Rd		PM	1,080	2U	D	1,520	2U	F	4U	C or better	
33	Chesebro Rd	Arterial	AM	500	2U	C or better	710	2U	C or better	2.5U	C or better	
	s/o Driver Ave		PM	520	2U	C or better	975	2U	D	2.5U*	C or better	
34	Dorothy Dr	Collector	AM	295	2U	C or better	390	2U	C or better			
	between Lewis Rd & US-101 SB		PM	330	2U	C or better	485	2U	D			**
35	Chesebro Rd	Arterial	AM	1,185	2U	D	1,360	2U	D	2.5U*	D	**
	s/o Dorothy Dr		PM	680	2U	C or better	1,005	2U	D	2.5U*	C or better	
36	Agoura Rd	Arterial	AM	510	2U	C or better	760	2U	C or better			
	w/o Chesebro Rd		PM	525	2U	C or better	875	2U	D			**
37	Palo Comado Canyon	Arterial	AM	1,410	2U	E	1,785	2U	F	4U	C or better	
	s/o Dorothy Dr		PM	900	2U	D	1,510	2U	F	4U	C or better	
38	Chesebro Rd	Arterial	AM	680	2U	C or better	890	2U	D	4U	C or better	
	n/o Agoura Rd		PM	510	2U	C or better	815	2U	C or better	4U	C or better	
39	Liberty Canyon Rd	Arterial	AM	600	2U	C or better	635	2U	C or better			
	between US-101 NB & SB ramps		PM	660	2U	C or better	705	2U	C or better			
40	Liberty Canyon Rd	Arterial	AM	745	2U	C or better	785	2U	C or better			
	n/o Agoura Rd		PM	750	2U	C or better	800	2U	C or better			
41	Agoura Rd	Arterial	AM	500	2U	C or better	615	2U	C or better			
	w/o Liberty Canyon Rd		PM	470	2U	C or better	645	2U	C or better			
42	Agoura Rd	Arterial	AM	640	2U	C or better	640	2U	C or better			
	e/o Liberty Canyon Rd		PM	685	2U	C or better	690	2U	C or better			
43	Liberty Canyon Rd	Arterial	AM	455	2U	C or better	530	2U	C or better			
	s/o Agoura Rd		PM	430	2U	C or better	550	2U	C or better			

Notes:
#U - denotes number of lanes on an undivided facility
#D - denotes number of lanes on a divided facility
* - denotes an undivided facility with a dual left turn cross section
** - denotes facility that is deficient relative to the LOS C minimum operating standard



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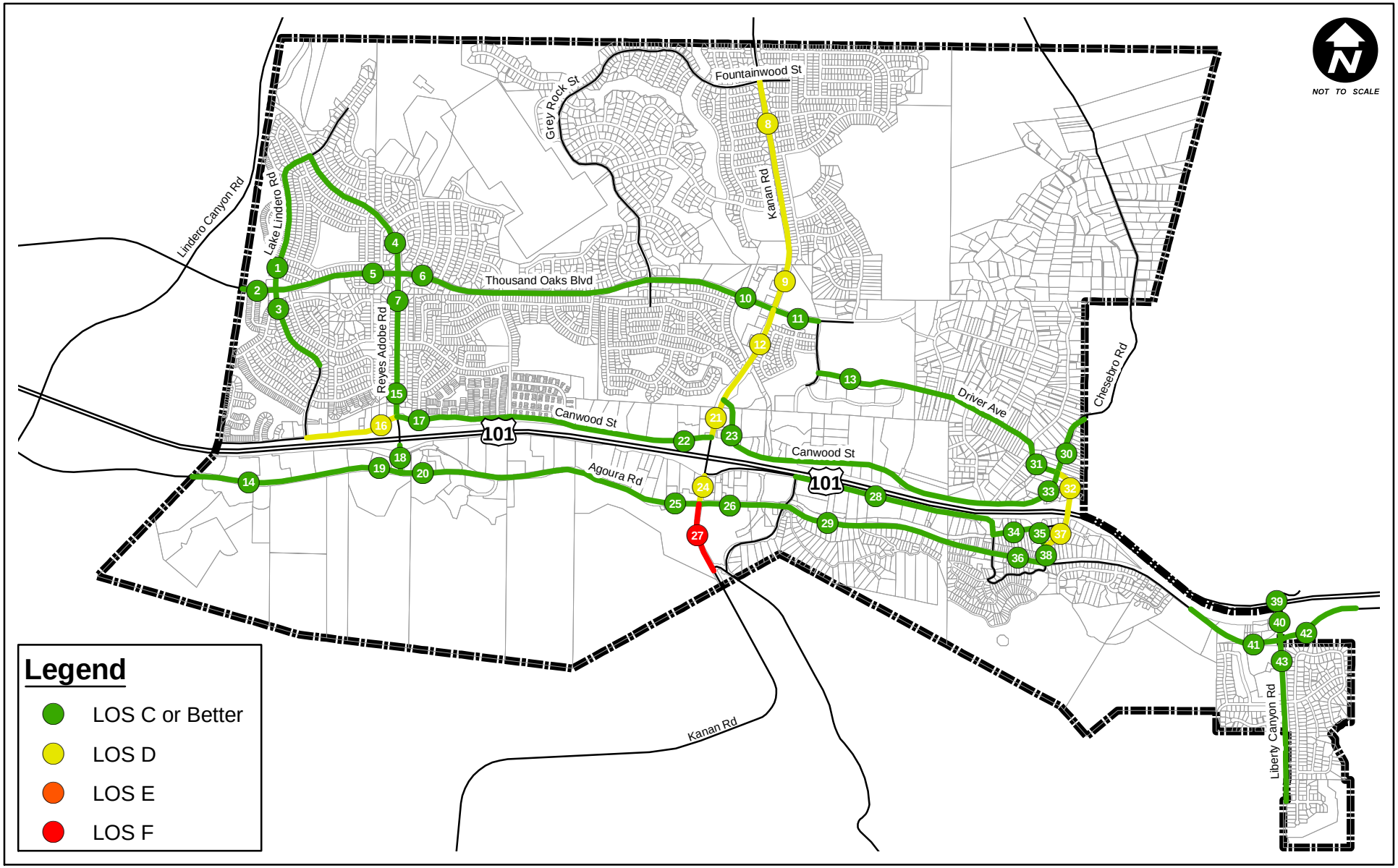
YEAR 2035 BASE LEVEL OF SERVICE
AM PEAK HOUR
FIGURE 14



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YEAR 2035 BASE LEVEL OF SERVICE
PM PEAK HOUR
FIGURE 15

FUTURE CONDITIONS WITHOUT IMPROVEMENTS

As described, this analysis scenario assumes future traffic projections on the existing (unimproved) road system. Table 7 summarizes the results of this analysis. Figures 16 and 17 illustrate the projected LOS at each analyzed location during the AM and PM peak hour, respectively. Twenty-one locations are projected to operate at LOS D or worse during either peak hour; this represents an increase of eight locations when compared against the future base conditions. The locations below LOS C are projected to be:

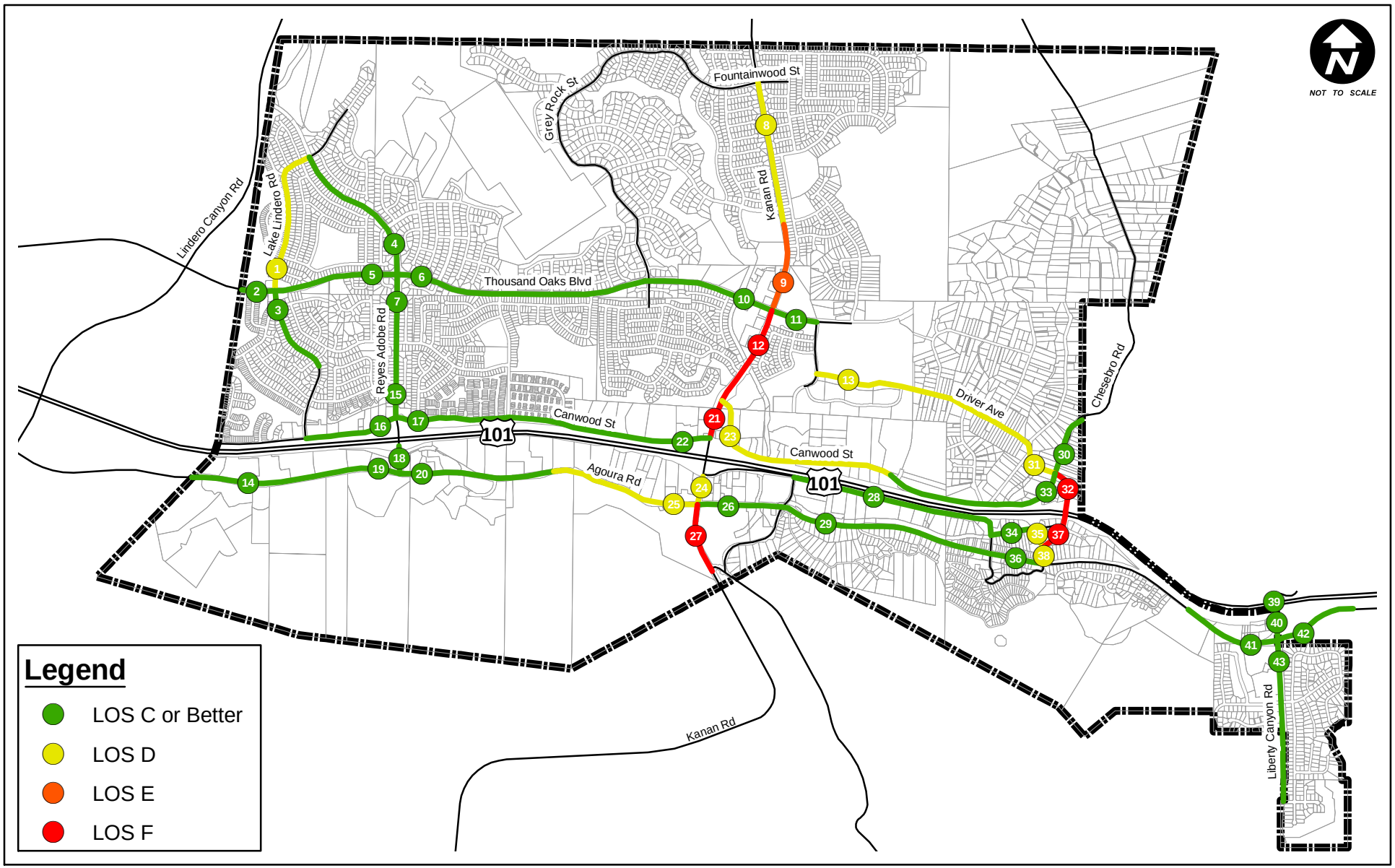
1. Lake Lindero Road north of Thousand Oaks Boulevard (AM peak hour)
8. Kanan Road south of Fountainwood Street (AM and PM peak hours)
9. Kanan Road north of Thousand Oaks Boulevard (AM and PM peak hours)
12. Kanan Road south of Thousand Oaks Boulevard (AM and PM peak hours)
13. Driver Avenue east of Argos Street (AM peak hour)
16. Canwood Street west of Reyes Adobe Road (PM peak hour)
21. Kanan Road south of Canwood Street East (AM and PM peak hours)
23. Canwood Street east of Kanan Road (AM and PM peak hours)
24. Kanan Road north of Agoura Road (AM and PM peak hours)
25. Agoura Road west of Kanan Road (AM and PM peak hours)
26. Agoura Road east of Kanan Road (PM peak hour)
27. Kanan Road south of Agoura Road (AM and PM peak hours)
29. Agoura Road east of Cornell Road (PM peak hour)
31. Driver Avenue west of Chesebro Road (AM peak hour)
32. Palo Comado Canyon Road east of Chesebro Road (AM and PM peak hours)
33. Chesebro Road south of Driver Avenue (PM peak hour)
34. Dorothy Drive between Lewis Road & US-101 SB ramps (PM peak hour)
35. Chesebro Road south of Dorothy Drive (AM and PM peak hours)
36. Agoura Road west of Chesebro Road (PM peak hour)
37. Palo Comado Canyon Road south of US-101 (AM and PM peak hours)
38. Chesebro Road north of Agoura Road (AM peak hour)

Of these 21 locations, nine locations are projected to operate at LOS E or LOS F during either peak period (#9 Kanan Road north of Thousand Oaks Boulevard; #12 Kanan Road south of Thousand Oaks Boulevard; #21 Kanan Road south of Canwood Street East; #23 Canwood Street east of Kanan Road; #24 Kanan Road north of Agoura Road; #25 Agoura Road west of Kanan Road; #27 Kanan Road south of Agoura Road; #32 Palo Comado Canyon Road east of Chesebro Road; and #37 Palo Comado Canyon Road south of Dorothy Drive). The remaining 12 locations are projected to operate at LOS D. This represents a total increase of eight locations below LOS C in comparison to the future base conditions and an increase of seven locations projected to operate at LOS E/F.

These results indicate that the addition of traffic growth associated with development anticipated under the proposed General Plan would cause a continued degradation of the operating conditions on the street system.

FUTURE CONDITIONS WITH PROPOSED GENERAL PLAN IMPROVEMENTS

This analysis scenario assumes future traffic projections on a roadway system with improvements recommended herein.



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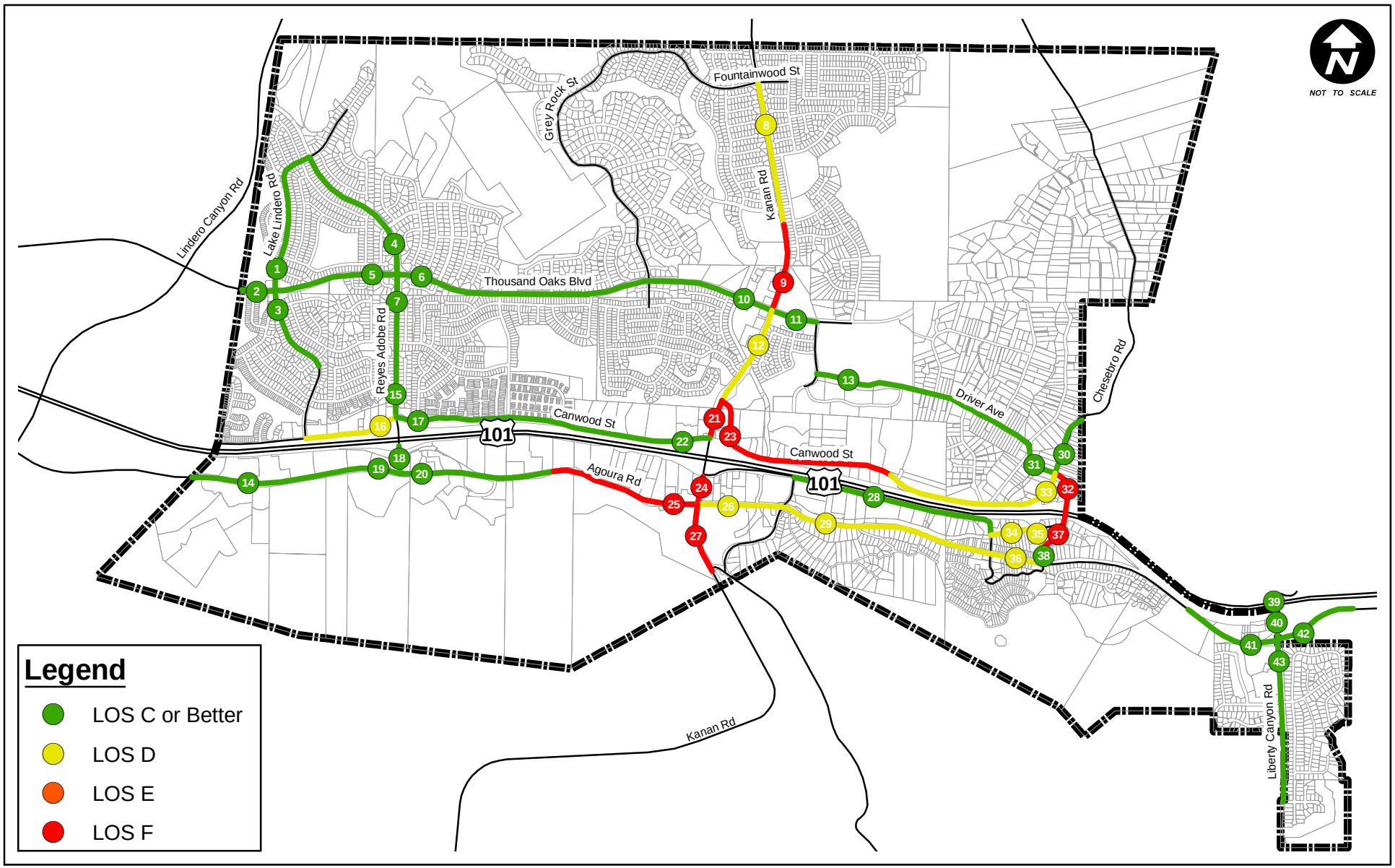
YEAR 2035 WITH GENERAL PLAN LAND USE
LEVEL OF SERVICE - AM PEAK HOUR
FIGURE 16



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YEAR 2035 WITH GENERAL PLAN LAND USE
LEVEL OF SERVICE - PM PEAK HOUR
FIGURE 17

Proposed Roadway Improvements

The following roadway improvements are proposed. Improvements proposed as part of the 1992 General Plan are currently either under construction, in design, or planned are as follows:

- Palo Comado Canyon Road/Chesebro Road Interchange – Improve the overpass to four lanes, improve Palo Comado Canyon Road to four lanes from Canwood Street to Chesebro Road, and reconfigure the ramp interface.
- Reyes Adobe Road Interchange – Improve the overpass to six lanes, improve Reyes Adobe Road from Canwood Street to Agoura Road to six lanes, and reconfigure the ramp interface.
- Agoura Road (western City limits to Kanan Road) – Widen Agoura Road between Kanan Road and the westerly city limits to a continuous four lanes.
- Chesebro Road (Palo Comado Canyon Road to Agoura Road) – Widen Chesebro Road between Palo Comado Canyon Road and Agoura Road to four lanes.
- Kanan Road (Agoura Road to southern City limits) – Widen Kanan Road between the southerly city limits and Agoura Road to four lanes.

The following additional improvements are proposed:

- Chesebro Road (Dorothy Drive to Palo Comado Canyon Road) – Widen Chesebro Road between Dorothy Drive and Palo Comado Canyon Road to a three-lane cross section.
- Canwood Street (Kanan Road to Chesebro Road) – Widen Canwood Street between Kanan Road and Chesebro Road to a three-lane cross section including a continuous left-turn lane.
- Chesebro Road (Canwood Street to Driver Avenue),– Widen Chesebro Road between Canwood Street and Driver Avenue to a three-lane cross section including a continuous left-turn lane.

The following improvements identified in the 1992 General Plan are no longer being proposed:

- Liberty Canyon Road Interchange – Improve underpass to four lanes, improve Liberty Canyon Road from US-101 to Agoura Road to four lanes. The improvement is not required to accommodate the projected traffic volumes.
- Agoura Road (Kanan Road to eastern City limits) – Improve to four lanes. Improvement deleted due to desire to maintain rural character. In approving the Agoura Village Specific Plan project, the Agoura Hills City Council determined that widening of Agoura Road in the Specific Plan area would not be acceptable.
- Kanan Road (north of Thousand Oaks Boulevard)– Improve to six lanes. Implementing the widening would likely require the narrowing and/or removal of bike lanes, sidewalks, medians, and/or median landscaping and the possible narrowing of existing travel lanes. City staff has indicated that such widening would adversely affect the character of the Kanan Road corridor and its ability to serve bicycle and pedestrian modes and, as a result, the widening is no longer under consideration.

The following improvement identified in the 1992 General Plan has been constructed:

- Kanan Road Interchange – Reconfigure ramps in northeast and southwest quadrants

Table 8 lists the proposed improvements. Figure 18 illustrates the locations of the proposed improvements, and Figure 19 illustrates the proposed circulation plan.

Table 8 also provides an indication of relative timeframe for the proposed improvements, based on the current operating condition and projected rate of traffic increase for each location. As indicated, the improvements were categorized as short-term (nominally 1 to 5 years), medium-term (nominally 6 to 15 years), or long-term (nominally 16 to 25 years). It should be noted that actual timing of the need for the improvements will be dependent on the rate at which the land use development anticipated under the proposed General Plan actually occurs.

Analysis with the Proposed Roadway Improvements

The effectiveness of the proposed roadway improvements was tested against the future traffic volume projections. Figure 20 and 21 illustrate the projected LOS at each analyzed location during the AM and PM peak hour with the proposed improvements, Of the 21 locations operating below LOS C identified in the without General Plan improvements analysis, the proposed improvements would result in five locations improving to meet the minimum acceptable operating standard of LOS C. These locations are:

25. Agoura Road west of Kanan Road
32. Palo Comado Canyon Road east of Chesebro Road
33. Chesebro Road south of Driver Avenue
37. Palo Comado Canyon Road south of US-101
38. Chesebro Road north of Agoura Road

Implementation of the proposed improvements also leaves the following 16 locations below LOS C:

1. Lake Lindero Road north of Thousand Oaks Boulevard (AM peak hour)
8. Kanan Road south of Fountainwood Street (AM and PM peak hours)
9. Kanan Road north of Thousand Oaks Boulevard (AM and PM peak hours)
12. Kanan Road south of Thousand Oaks Boulevard (AM and PM peak hours)
13. Driver Avenue east of Argos Street (AM peak hour)
16. Canwood Street west of Reyes Adobe Road (PM peak hour)
21. Kanan Road south of Canwood Street East (AM and PM peak hours)
23. Canwood Street east of Kanan Road (PM peak hour)
24. Kanan Road north of Agoura Road (AM and PM peak hours)
26. Agoura Road east of Kanan Road (PM peak hour)
27. Kanan Road south of Agoura Road (PM peak hour)
29. Agoura Road east of Cornell Road (PM peak hour)
31. Driver Avenue west of Chesebro Road (AM peak hour)
34. Dorothy Drive between Lewis Road & US-101 SB ramps (PM peak hour)
35. Chesebro Road south of Dorothy Drive (AM peak hour)
36. Agoura Road west of Chesebro Road (PM peak hour)

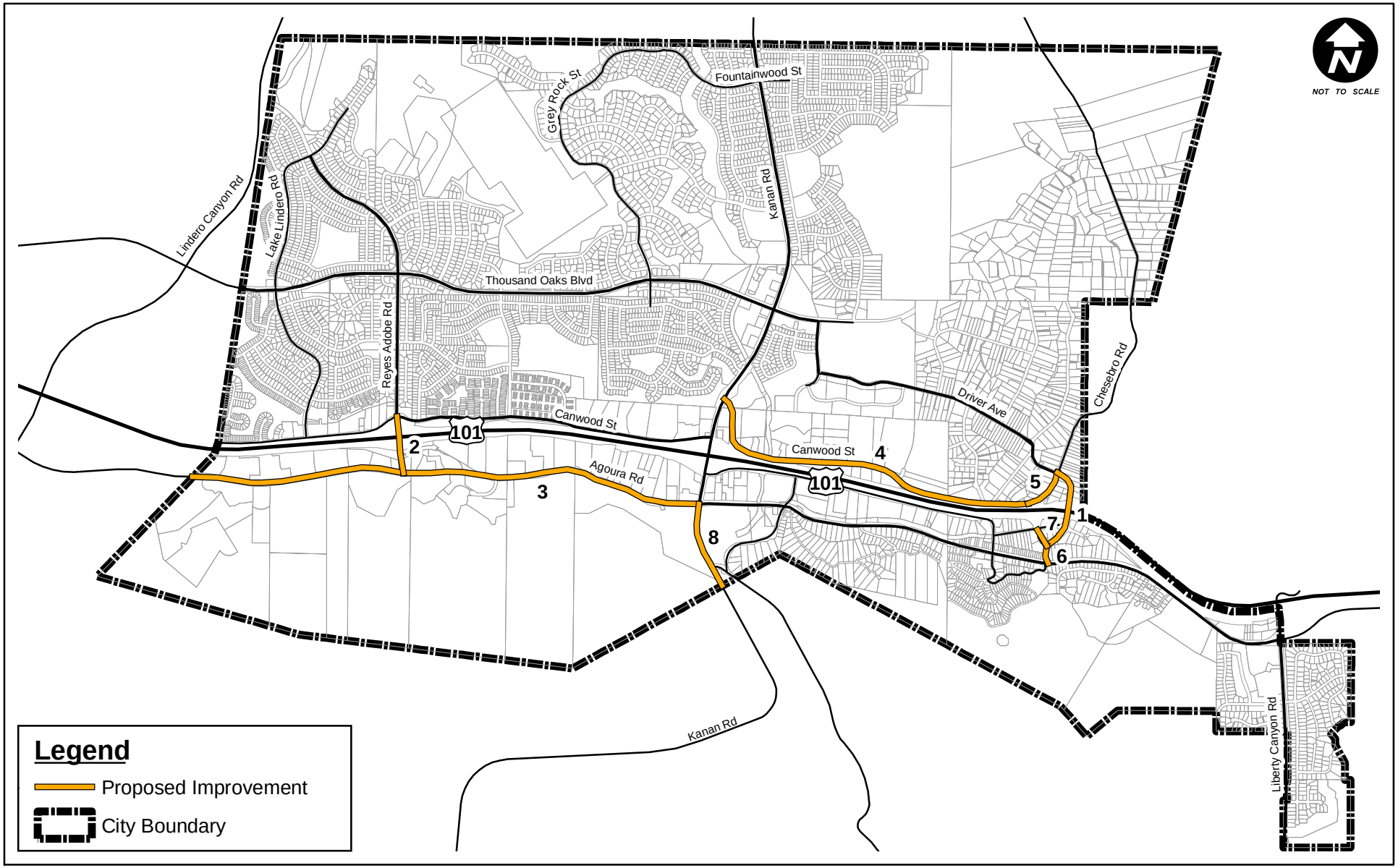
Deficient Locations

At the remaining locations operating at lower than LOS C, several factors prevent the implementation of physical improvements. These factors include physical constraints, adverse impacts to neighborhood character/quality of life, and general policy. The following is a discussion of the factors affecting these locations:

TABLE 8
PROPOSED GENERAL PLAN ROADWAY IMPROVEMENTS

	Location	Proposed General Plan Improvement
1	Palo Comado Road/Chesebro Road Interchange	Improve overpass to four lanes and reconfigure ramp interface; improve Palo Comado Canyon Road to four lanes from Canwood Street to Chesebro Road
2	Reyes Adobe Road Interchange*	Improve overpass to six lanes and reconfigure ramp interface; improve Reyes Adobe Road to six lanes from Canwood Street to Agoura Road
3	Agoura Road (western City limits to Kanan Road)	Widen between Kanan Road and westerly city limits to four lanes
4	Canwood Street (Kanan Road to Chesebro Road	Widen between Kanan Road and Chesebro Road to three lanes
5	Chesebro Road (Canwood Street to Driver Avenue)	Widen between Canwood Street and Driver Avenue to three lanes
6	Chesebro Road (Palo Comado Canyon Road to Agoura Road)	Widen between Palo Comado Canyon Road and Agoura Road to four lanes
7	Chesebro Road (Dorothy Drive to Palo Comado Canyon Road)	Widen between Dorthy Drive and Palo Comado Canyon Road to three lanes
8	Kanan Road (Agoura Road to southern City limits)	Widen between Agoura Road and southerly city limits to four lanes

* The proposed improvement at this location is under construction as of September 2009.



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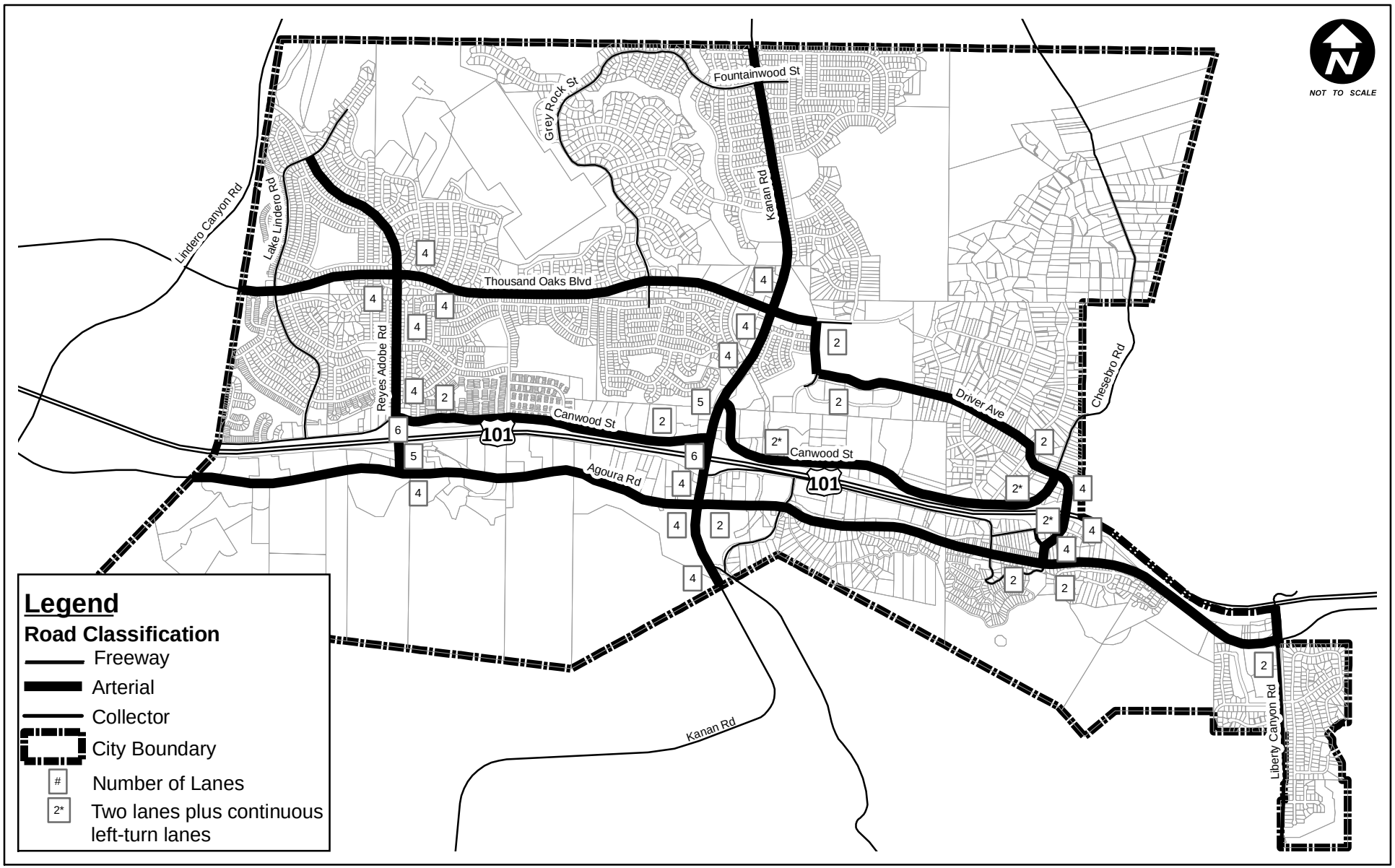
PROPOSED GENERAL PLAN IMPROVEMENTS
FIGURE 18



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PROPOSED CIRCULATION PLAN
FIGURE 19